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Kelly Bros. Grain Co., commission and brokerage.
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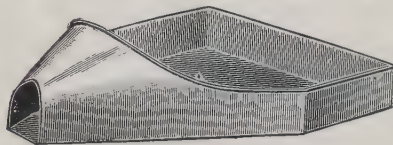
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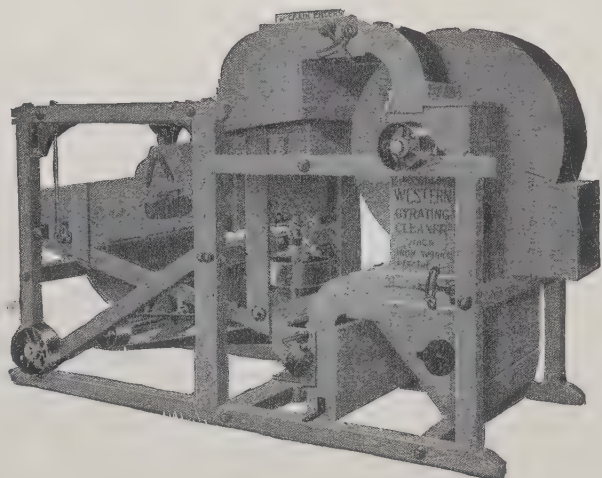
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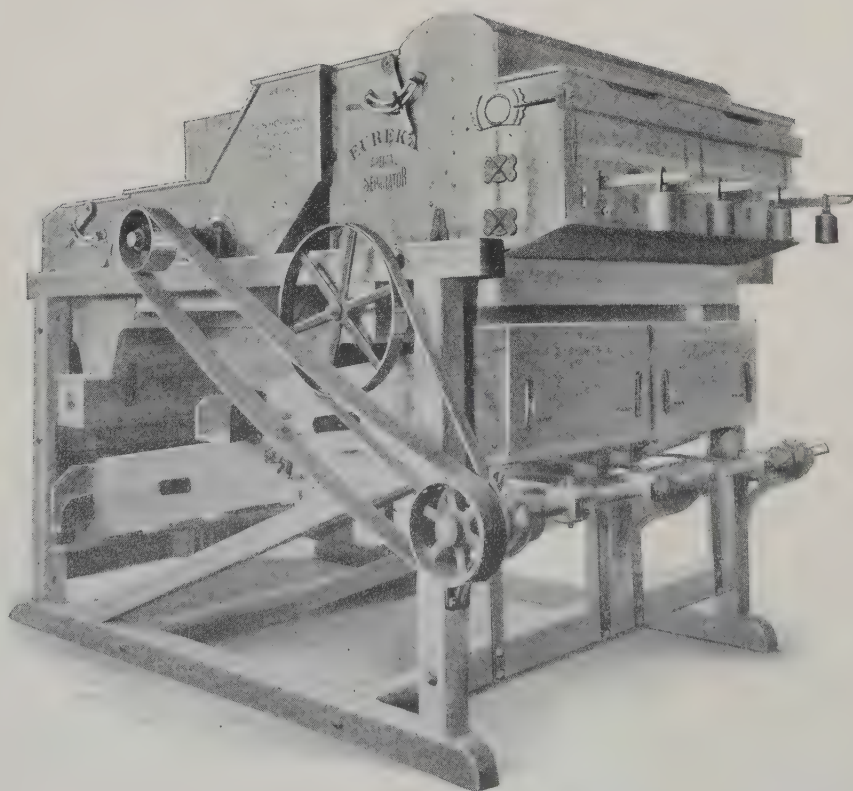
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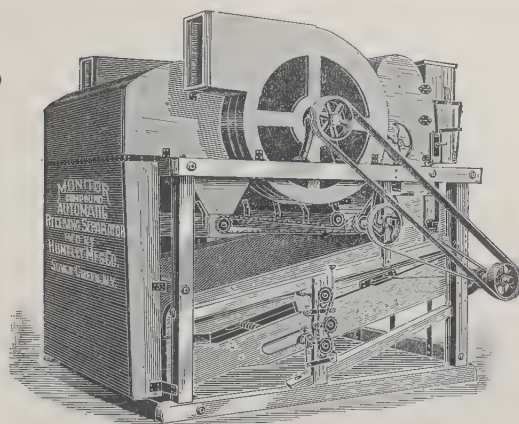
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Of all the receiving grain cleaners you ever saw here is one that is—**different**. It cleans grain without the constant care and attention of other machines—that's a **difference**. The air work is a closer governed operation—**vastly different**. Your present sprinkle loss would be reduced wonderfully—a **big difference** in dollars and cents. Less power is required—a **difference** that counts. The screen separations are easier to govern, much more uniform—a **difference** that shows in your grades. The construction throughout is the best any grain cleaner ever knew—a **difference** that cuts cost maintenance. Just spend a quarter of an hour with illustrated description—which we shall be glad to send to you. Write us today.

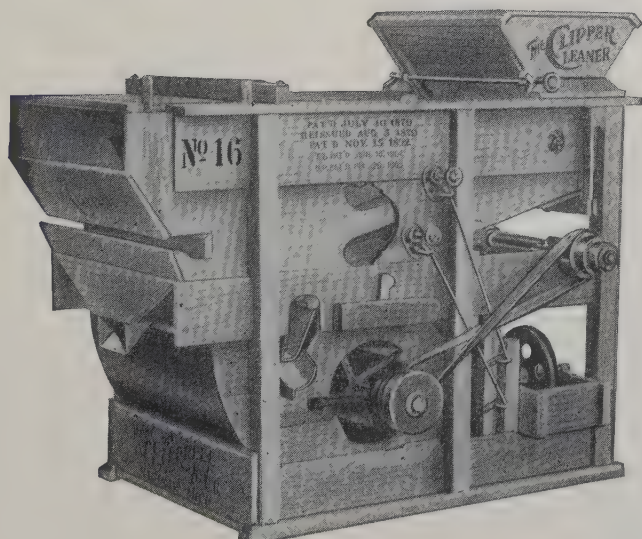
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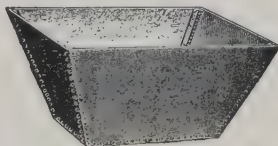
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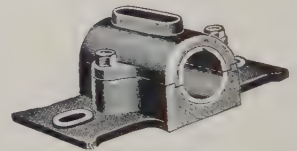
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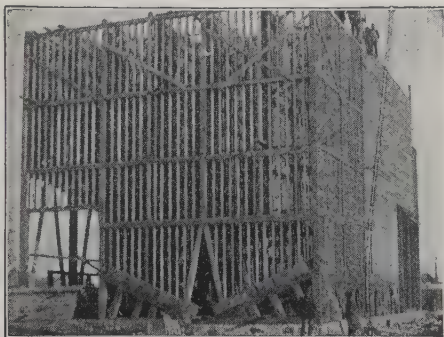
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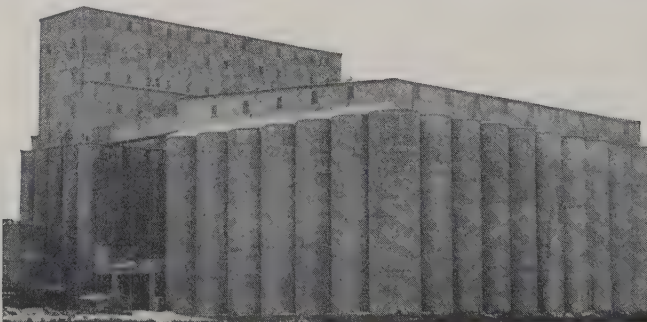
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Grand Trunk Pacific Elevator at Fort William, Ontario.
Capacity 3,600,000 Bushels.

GRAIN ELEVATOR DEPT., 1811 Fisher Bldg., Chicago

W. R. SINKS, Manager

R. H. FOLWELL, Engineer

We also do General Contracting and have Offices in the following cities.
Write or call on any of them

New York, Hudson Terminal Bldg.

Pittsburg, Pa., Henry Oliver Bldg.

San Francisco, Cal., 709 Mission St.

Canadian Stewart Co., Ltd., Montreal

St. Louis, Mo., Bank of Commerce Bldg.

New Orleans, La., Hibernia Bank Bldg.

Denver, Colo., First National Bank Bldg.

Canada, Eastern Township Bank Bldg.
Fort William, Ontario, Canada

RAILROAD CLAIMS

OLD, NEW AND DECLINED ONES
WE COLLECT "EM"
On Commission

Donaldson & Co.

Main Offices: 1001-4 Gloyd Bldg.
Branch Office: 664 Live Stock Ex. Bldg.
References: **Kansas City, Mo.**
Commerce Trust Co. National Bank of Commerce

BOWSHER

(Sold with or without Elevator)
CRUSH ear corn (with or without
shucks) and GRIND all kinds of
small grain. Have Conical-Shape
Grinders. Different from all others.

LIGHTEST RUNNING

(Our circular tells why)
Handy to Operate. Ten sizes
2 to 25 Horsepower.

Peculiarly suited for use
with Gasoline Engines

The N. P. Bowsher Co.
South Bend : : Indiana



FEED MILLS

BIG CAPACITY Corn and Feed Mill

But that isn't the only advantage of this
Ehrsam Two and Three-High mill. It's made
of finest materials for strength and long ser-
vice. Frame is all cast iron—and arranged so
that rolls can easily be removed for grinding
and corrugating. Don't decide on any corn and
feed mill till you get all the facts about the

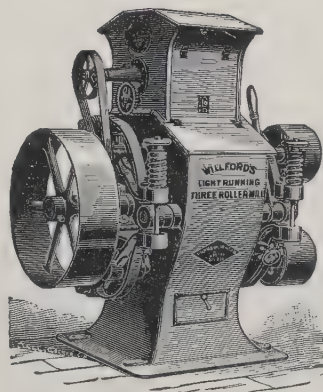
EHRSAM

"TWO AND THREE-HIGH"

furnished with belt or gear drive on slow side,
as desired. Grinds coarse or fine meal, barley,
graham flour, linseed meal, rye, corn chop,
etc. Best for each. Built for rolls nine inches
in diameter. Send your name now for all
facts. Address

THE J. B. EHRSAM & SONS MFG. CO.
2 Factory St., Enterprise, Kansas

The Largest and Best Equipped Roll Dressing
Plant West of the Missouri River.



STRONG SIMPLE DURABLE They Take the Least Power

These reasons should first suggest and
then prove the purchase of a

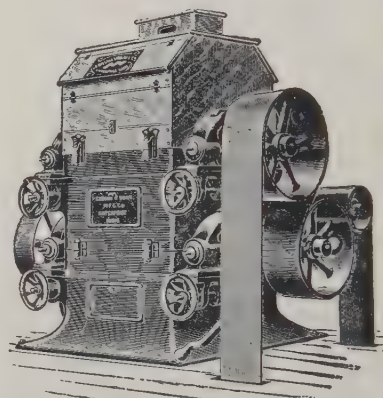
WILLFORD

Light Running Three-Roller Mill.

Circular and prices on request.

WILLFORD MANUFACTURING CO.

303 So. 3rd Street Minneapolis, Minn.



When You Enlarge

your mill or elevator the integrity of your business demands that you
equip it with machinery that is unquestionably *the best*.

"N & M Co." Machinery

is therefore your logical choice. Sixty years of success are back of
the "N & M Co." reputation for producing mill and elevator ma-
chinery that is unequalled in efficiency and reliability, although
maintained at the lowest cost of operation and upkeep.

NORDYKE & MARMON CO.

America's Leading Mill Builders

Est. 1851

INDIANAPOLIS, IND.

**You Will Find Not Only a Revolution But
Also a Revelation in the Monarch Ball Bear-
ing Attrition Mills.**

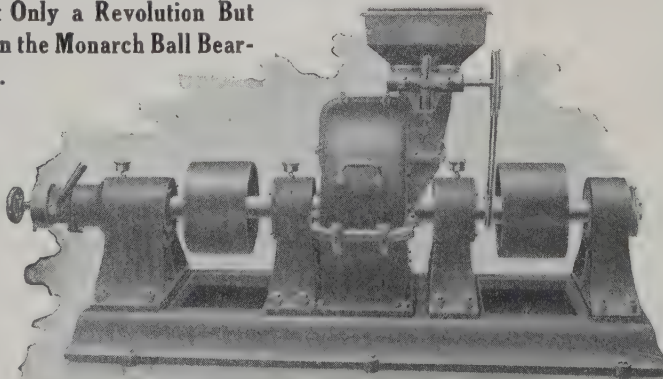
Guaranteed Saving of
at least $\frac{1}{3}$ in Power,
or increase of $\frac{1}{3}$ in
Capacity with the
same Power.

Impossible for mill to
get out of tram.

Bearings Absolutely
Guaranteed.

Mill sent on Trial.

We manufacture every
thing for the Flour,
Cereal or Feed Mill,
Grain Elevator, etc.



Monarch Ball Bearing Attrition Mill. WRITE FOR CATALOGS AND PRICES

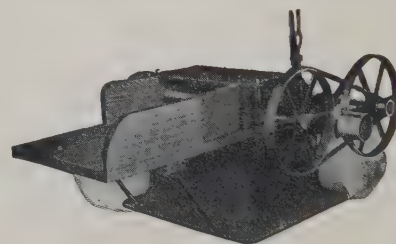
SPROUT-WALDRON & CO. "Mill Builders" MUNCY, PA

General Western Office:
Monadnock Block, Chicago

Pacific Coast Branch:
613 McKay Bldg., Portland, Ore.

Northern Office:
1208 Fourth St. So., Minneapolis, Minn.

NEW PROCESS Alfalfa MEAL MILLS



The Wolf Alfalfa Meal Mill is posi-
tively the best mill on the market for
general purpose alfalfa grinding.

It is the product of thorough study
and investigation by experienced
machinists and experimenters, who
studied alfalfa grinding under var-
ious conditions.

It leaves the alfalfa in the most
desirable condition for feeding pur-
poses and can be run with any ordi-
nary power.

Write for circular No. 117.

The Wolf Co. CHAMBERSBURG, PA.

Western Office
134 W. 8th St., Kansas City, Mo.

CYCLONE BLOW PIPE CO.

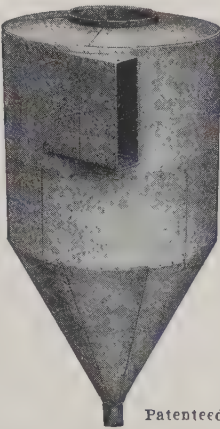
IMPROVED

Cyclone Dust Collectors, Automatic Furnace Feeders, Steel Plate Exhaust Fans, Exhaust and Blow Piping.

Complete systems designed, manufactured, installed and guaranteed. Old systems remodeled on modern lines on most economical plans. Supplementary systems added where present systems are outgrown. Defective systems corrected and put in proper working order.

High and Low Speed Systems

1001-1015 W. 21st St., cor. Morgan St. CHICAGO, ILL.



Patented

GRAIN TRYERS



WILLIAMS-LLOYD MACHINERY COMPANY, 638 Federal Street

Chicago

MILWAUKEE
BAG
COMPANY

CAR-LINING BURLAP

To prevent leakage of grain, line cars with "Milwaukee Burlap"—it will save you dollars and trouble. Write for prices and samples.

MILWAUKEE BAG CO., Milwaukee, Wis.

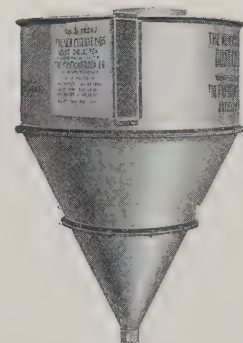
MILWAUKEE
BAG
COMPANY

YOU

Can find no present more acceptable to the progressive grain dealer than a paid up subscription to the Grain Dealers Journal.

THE DIFFERENCE

in the construction of its "inwards" eliminates three-quarters of the internal friction—that saves power.



The New "1905" Cyclone Dust Collector

Write for our Catalog. Investigate.

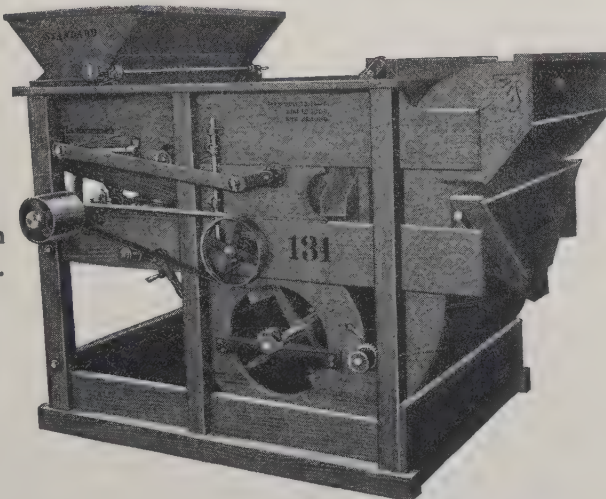
The Knickerbocker Co.
JACKSON, MICH.

Points of Superiority of the Standard Seed & Grain Cleaner

A Positive Feed Hopper

A Single Drum for Every Width of Machine.

A Machine Controlled Entirely by the Operator



The Standard Automatic Vibrator

A Positive Blast Regulator

An Even Blast

A Brush Device

Do not buy before seeing the Standard Line of Cleaners for every variety of grain. After comparison with all others, it's 10 to 1 you install a Standard. Write today for catalog.

INTERNATIONAL MFG. CO., Crestline, Ohio

The Smith Improved Overhead Wagon Dump

This dump is simple in construction, compact, requires little space in the driveway, easy to operate, requires no blocking of wagon, and does not break coupling poles.

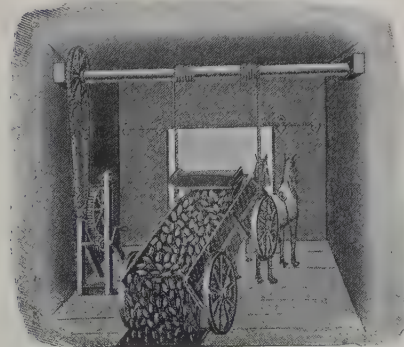
The advantage over other dumps is that it takes up no room in your dump, you can fill the dump to the floor, and with the addition of rope, extra rollers or snatch blocks it can be made to dump into as many openings as required. Power can be easily applied to this dump by putting a drive shaft underneath the jack gears and a double flange pulley on this shaft and on the jack frame shaft. Then place a tightener frame and pulley on the floor and when you want to use your dump just tighten the belt. We also manufacture an All Iron Overhead Wagon Dump.

THE PHILIP SMITH MFG. CO.
SIDNEY, OHIO

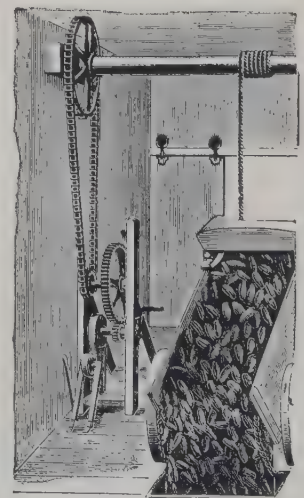
Manufacturers of THE SIDNEY LINE of Corn Shellers and Cleaners, Grain Elevating and Conveying Machinery.

Write for Catalogue No. 25.

A complete stock carried at Enterprise, Kas.



Wood Roller Overhead Wagon Dump



Showing Power Attachment

M. M. BAKER & CO.100 to 110 Harrison Street
PEORIA, ILL.**Belting Packing**

Hose, Chain, Wire Rope

Elevator Supplies

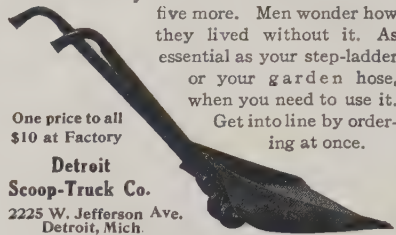
PROMPT SHIPMENTS

144 page catalogue sent on request

**American
Wheel
Grain
Scoop**Large capacity, broad wheel-
base, rigid construction,
easily manipulated.

PRICE \$10.00

F. O. B. Chicago Factory

**AMERICAN
CONVEYER CO.**
CHICAGO, ILL.The demand for the
Climax Scoop-Truckincreases with arithmetical progres-
sion. Every one sold sells one to
five more. Men wonder how
they lived without it. As
essential as your step-ladder
or your garden hose,
when you need to use it.
Get into line by order-
ing at once.One price to all
\$10 at Factory**Detroit
Scoop-Truck Co.**
2225 W. Jefferson Ave.
Detroit, Mich.**The Automatic
Dump Controller**

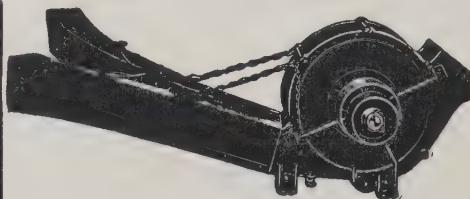
Simple
Durable
Automatic
No gearing
Saves wagons
Easily attached
Out of the road
Self lubricating
Hundreds in use
Pleases your trade
Does not affect sink room
Stops repair bills on wagons
Can be attached to any drop dump

Satisfaction Guaranteed

For descriptive circular and list
of users

Write L. J. McMILLAN

Board of Trade Bldg. Indianapolis, Ind.

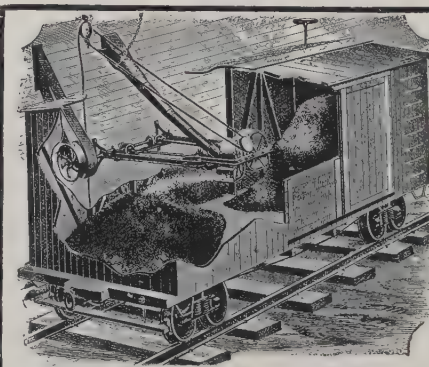
**Will Pay For Itself In Six Months**

When W. G. Sherman of Riverton, Ia., wrote us several months ago for repairs he said, "Boss loader best on the market; will pay for itself in six months." We do not know how many loaders of other makes Mr. Sherman has used so can't tell how competent he is to tell how the Boss compares with all others. However, he has used this one long enough to know what he is talking about when he says it will pay for itself in six months.

If you could invest your money in something safe and paying 10 to 12 per cent per annum you would think it mighty good and if your elevator would pay for itself every two or three years you could soon own all the elevators in the country so it looks like good business judgment to buy a machine which pays for itself in six months. Besides that you take no chances for you will not have to pay us one cent until you have used the loader and find it fully meets your requirements. If it does not do so you may return it at our expense. We carry all sizes in stock and fill orders promptly.

Maroa Manufacturing Co.,

Dept.

Maroa, Ill.**9,000 BUSHELS PER HOUR**

is the guaranteed capacity of our largest size car loader. This size for large elevators. They are made in smaller sizes for smaller elevators. They are called

The Champion Car Loader

Grain passing through the rotating device is brightened. They remove dust. For further particulars and prices write

E. BAUDER,**STERLING, ILL.****Want a Job?**—Advertise in the Situation Wanted columns of the Grain Dealers Journal.**Look Here, Mr. Grain Dealer.**

You've been considering the installation of car loader for some time—if you have not it's time you were.

Why not give up the old-fashioned method of crawling into a car to fill it to the limited capacity—of receiving discounts on cars of grain, because the center was dust and foreign matter, of constant attention to old timed spout when loading? The installation of a

**COMBINED
GRAIN CLEANER AND PNEUMATIC
CAR LOADER**

means more profit with less labor. WHY? Because—

First and most important—It is impossible for it to crack or mill the grain.**Second**—It will fill the largest cars to full capacity, without any labor in the car.**Third**—It is strong and durable, automatic in its action, and requires no attention after starting.**Fourth**—The constant moving of the pneumatic tube as it loads the grain, prevents any accumulation of dust or dirt in the center, or any other part of the car, thereby avoiding heating, and "off" grades.**Fifth**—It cools and dries the grain as it passes through the current of air.**For full particulars, prices and testimonials write****MATTOON GRAIN CONVEYOR COMPANY, MATTOON, ILLINOIS****"LOADS GRAIN, MALT, OR SAND."****The User's Proof**

Texas City, Ill., June 24, 1909.
Mattoon Grain Conveyor Co.,
Mattoon, Illinois.

Gentlemen: Replying to your favor of the 22nd inst. will say that the "Combined Grain Cleaner and Pneumatic Car Loader," which I purchased of you last season, has given good satisfaction. It cleans considerable dust out of the grain, which gives it a better grade. Since I have installed one of your loaders in my elevator I do not use a man in the car, the man who weighs operates the loader, and it loads each end of the car very nicely, and I wish to further state that it does not crack the grain. I would recommend this machine to any one who contemplates putting in a grain loader.

Yours truly,

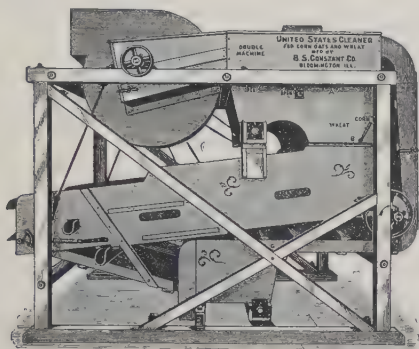
W. T. GARNER.

We Sold The No. 15 U. S. CORN CLEANER

To DARE & LAYTON, Chesterville, Ill.

but we are prepared to build any capacity you might want

ON SHORT NOTICE



Buy a U. S. CLEANER that sets still on the floor, runs light and easy, cool eccentric, capacity as rated. Cleans the grain, making higher grades and saves the screenings and all the corn.

Write—B. S. CONSTANT CO.
Bloomington, Illinois

KILL MAIL ORDER COMPETITION

Handle a type of Spreader they *can't* furnish!

WHEN you attack them from this angle they're helpless.

They can't furnish anything like the New Idea Manure Spreader. Patents won't let them.

Same Thing With Other Manufacturers

They can't cut in on your business. They haven't the spreaders to do it. We proved it to them. Remember the Hartman Farm Contest last April? Everybody interested in spreaders looked for the result of that exacting test. But it didn't take Mr. Hartman long to decide. He ordered four of our spreaders then and there.

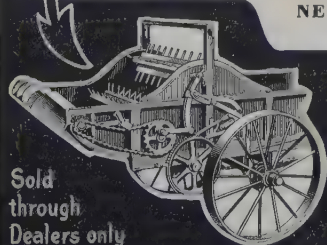
Here's The Reason

Our spreader not only spreads manure, but *pulverizes* it. Instead of one beater we use two. No lumps can get by them. They can't clog. The teeth go clear through the bar and are sharp. Our distributor spreads the manure from five to seven feet wide. Covers three rows of corn or tobacco. Manure is thrown by means of obliquely set paddles, so outside and center is covered evenly.

Power is derived directly from rear axle. Lightens the draft. The box has a solid bottom. The conveyor works on the bottom of the box and has two speeds.

Send for Catalog and ask for Dealers' Proposition.

NEW IDEA SPREADER COMPANY
Coldwater, Ohio



Sold
through
Dealers only

**THE
NEW IDEA
MANURE
SPREADER**

A little Forethought is nearly always better than a lot of After-thought

Capacity 60,000 bushels.

R. C. Cooper

GRAIN SEPARATOR CO.,
Sparta, Wis.

Coopertown, North Dakota
Dec. 29, 1910

Gentlemen:—I am pleased to report that the No. 5 Richardson Oat separator I bought of you last June has done splendid work for me. In separating oats from wheat the work could not be better. It is a perfect separation; fine as silk. I have never before seen work that would begin to compare with the work of this machine.

Wishing you success, I am

Yours truly,

R. C. COOPER.

You wouldn't do without a telephone because you have one and know its value. You wouldn't do without a Richardson Oat separator or Screenings machine if once you had one, because you would know its value.

Right now is a very good time to get acquainted with these separators in your own mill or Elevator. The present crop will warrant you in installing either one or both these machines, as the quality of work you get from them on either oaty wheat, or on screenings, cannot be had from any other, and will repay their total cost several times over during a single season.

One operation gives you PERFECT separations.

The Richardson Will Make you money.
not cost

Grain Separator Co.
SPARTA, WIS.

DO YOU SELL CEMENT?

If not, why not?

You want to sell, and we want you to sell, the brand that will bring the best result.

Let's get together and see what we can do. Let us show that

LEHIGH SERVICE MEANS SOMETHING

The results keep on coming in. Every dealer reports splendid results. Send for our booklet that shows how we cooperate with you. Write today to the



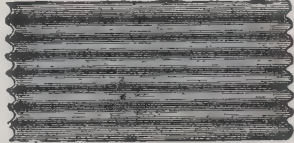
Lehigh Portland Cement Co.

528 Peoples Gas Bldg., Chicago

We "will not skid" on low cost of Elevator Machinery and all Supplies you may need. Write us.

ORR-NEWELL CO.
CEDAR RAPIDS, IOWA

GALVANIZED CORRUGATED
Steel Siding, Roofing, Fireproof Window Frames, Sashes, &c



SYKES Steel Roofing Company, Chicago, Ill.
Sheet Metal Contractors. Makers of Fireproof Windows
Write them if you are in the market now or if you expect to be in the future. Contracts taken anywhere in the United States.



BENCH \$16.00

Is just the bench that every grain dealer ought to have. This illustration shows correct construction. The bench is 48" long, 23" wide and 38" high, and is fitted with a first-class Machinist's Vise, of which jaw is 2 1/2" wide and opens 3 1/2". This bench has three drawers, all of same size, being 23"x19"x3". It also has one cupboard 30"x20"x10 1/2". The drawers are fitted with good locks, and the whole bench is made of hard maple and has a good shellac finish. Send cash with order direct to mfr. C. Christiansen, 2219 Grand Ave., Chicago

R



Live weevil plus a little Fuma equals
dead ones every time.

Fumigate Your Elevators and Mills with
FUMA

The only satisfactory method of treating grain in the bin; kills all insects, weevils, moths, etc.

10c per lb., in 50 lb. and 100 lb. drums.

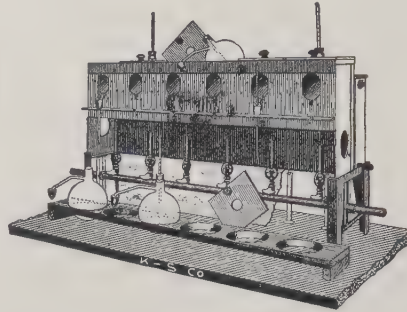
Send for printed matter.

EDWARD R. TAYLOR
Manufacturing Chemist Penn Yan, N. Y.

Want an Elevator?

Then consult the "Elevators for Sale" columns in this issue of the Grain Dealers Journal.

MAKE MONEY BY SAVING MONEY
When you buy grain, pay only for the grain. This is easy to do when you own a
BROWN & DUVEL MOISTURE TESTER

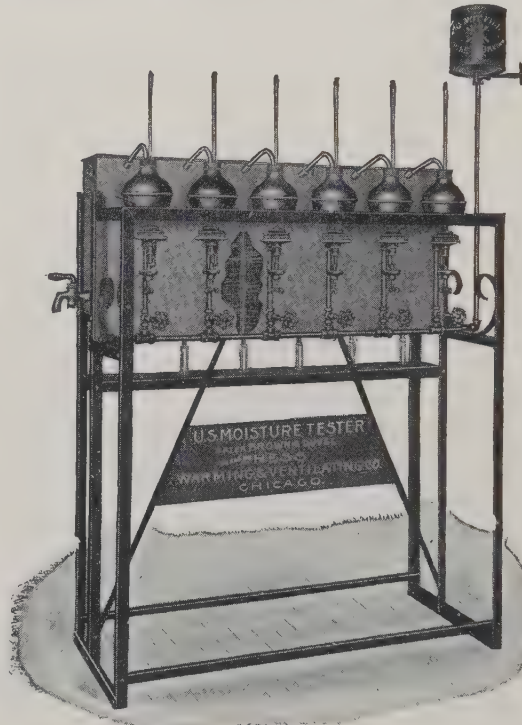


This is the only apparatus that will give you the exact information when you want it. The patterns we manufacture are adopted by the Department of Agriculture at Washington and by many large grain buyers.

COST? Why you can save the price on one car of grain. For full information write to

THE KNY-SCHEERER CO.
Department of Laboratory Supplies
404 W. 27th St., New York City

YOU NEED A TESTER NOW



IT SHOULD BE
The HESS
U. S. MOISTURE
TESTER

Especially adapted to the use of grain dealers.

Made with unbreakable copper flasks.

High steel standard. No table nor bench needed.

Burns gasoline, alcohol or gas.

Simple, durable, accurate.

Used by leading grain dealers everywhere, and by grain exchanges in many cities. That's the kind of testimony that talks.

It is a self-paying investment, and in short order, too.

Get complete particulars, and the simple directions for operating.

Hess Warming and Ventilating Co., 907 Tacoma Building, **Chicago, Ill.**



THE OLD WAY

One Man
with an ATLAS can easily move a loaded one.

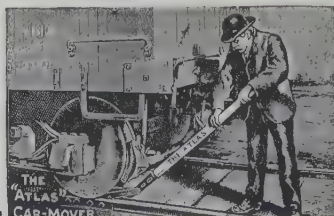
Appleton Car-Mover Co.
Appleton, Wis.

The Atlas
Car-Mover

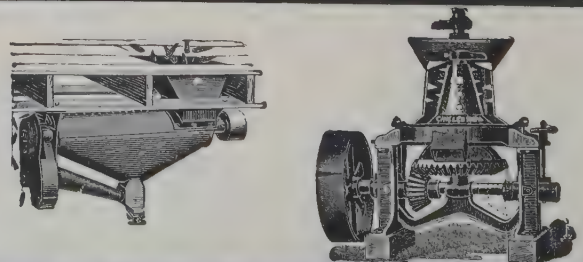
will pay for itself daily and last for years.

Twelve men with a crowbar can hardly move an empty car.

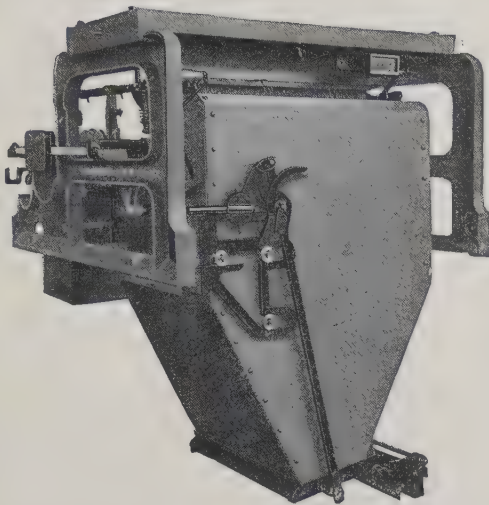
THE NEW WAY



Triumph Corn Sheller and Crusher



THE C. O. BARTLETT & SNOW CO.
CLEVELAND, OHIO, U. S. A.



What's the Use

of shipping your good and valuable grain thru out-of-date and useless scales?

WHY NOT have an up-to-the-minute scale—a REAL Scale—such as the RICHARDSON AUTOMATIC?

You will then know exactly what you ship.

The Richardson service extends thruout the country. Drop us a line and let us serve you—our advice won't obligate you to buy.

RICHARDSON SCALE COMPANY

79 W. Monroe Street, CHICAGO

3 Park Row
New York

Box 305
Omaha, Neb.

413 Third St. South
Minneapolis

The First Consideration in your scale purchase should be **Accuracy**.
The second, **Service**.



Fairbanks Wagon Scales Are Accurate. They Last a Lifetime.


Fairbanks Scales installed over 60 years ago are still in use and weighing correctly.

Acquaint yourself with the superiority of Fairbanks design, material and workmanship.

Write for Catalog No. 550 Z D

Fairbanks, Morse & Co.,

Wabash Avenue and Eldridge Place,
Chicago, Ill.



**PIT & PITLESS
SCALES**
For STEEL and WOOD
Frames, \$25 and up. Write
US before
YOU BUY.
WE SAVE
you money
Also Pumps
and Windmills. BECKMAN BROS., Des Moines, Ia.

Did It Ever Occur to You

that the best way to get what you want, and get it promptly, is to send your orders to people who have had experience in the business, and who carry a stock of goods always ready for quick shipment? We have been in the Elevator and Mill Furnishing business over twenty-five years and feel that we know something about it.

We carry in stock a complete line of supplies, including Testing Sieves, Transmission Rope, Belting, Steel Split Pulleys in sizes up to 54 inch, Elevator Buckets, Conveyor Chain Belting, Sprockets, Lace Leather, Scoops, Shafting, Collars, Bearings, etc., etc. Send us your orders. We will satisfy you.

The Strong-Scott Mfg. Co.

Minneapolis, Minn.

Northwestern Agents for

Richardson Automatic Scales

Invincible Cleaners

Knickerbocker Dust Collectors

If Your Business

isn't worth advertising
advertise it for sale.



As a Roofing and Siding for Grain Elevators

A BUILDING COVERED WITH
Ready-To-Lay

Burmite

(Reg. U. S. Pat. Off.)
is absolutely SPARK-PROOF. A recent test, in which a red hot coal was placed on the slate-surfaced "Burmite" Material, and allowed to remain there until it cooled, very clearly proved this. See illustration in upper right hand corner.

Dealers in Building Material should write at once to Bermingham & Seaman Co. for copy of their "PLAN FOR HELPING YOU GET NEW TRADE and SELL MORE ROOFING."

PROTECT YOUR BUILDINGS FROM SPARKS

Losses aggregating millions of dollars annually are caused by flying sparks from locomotives, chimneys and forest fires.

"Burmite" is the outcome of years of experience in manufacturing a material for Roofing and Siding Residences, Business and Factory Buildings, Elevators, Mills, Barns, Garages, etc.,—NEW or OLD, of any kind of construction. It is unconditionally **Guaranteed for 10 years without Coating or Painting.**

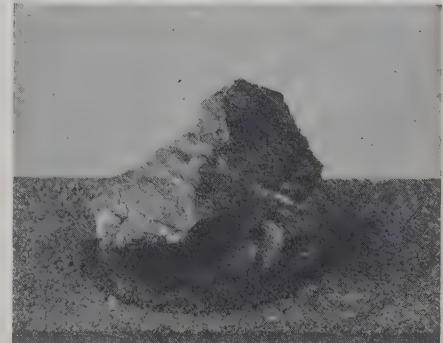
Let us send you free of all charges and obligation, our Booklet "Burmite Quality Counts" Samples and advertising literature.

Bermingham & Seaman Co.

Roofing Manufacturers CHICAGO

General Offices: 1208-26 Tribune Building
Plant: 56th, Armitage and Grand Avenues

Distributors of BEAVER BOARD



Live Coal on "Burmite"

USE THIS COUPON

Bermingham & Seaman Co., Tribune Bldg., Chicago
Mail to my address, as above, Samples and Booklet. This places me under no obligation.

Name

Town

State

G. D. J. 12-10

WITTE ENGINES

USE GAS, GASOLINE OR KEROSENE

make a dependable power for Elevator and Mill work. Your plant is running in one minute, no time lost getting ready for short runs. The equipments are complete and conform to Insurance rules.

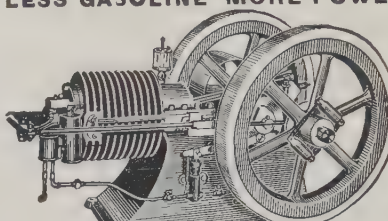
FIVE YEAR BOND GUARANTEE

Our elevator engines have wipe feed oil systems, vertical valves auto noiseless mufflers and many other advantages. If you use the **WITTE** you help us advertise. So write for our introducing proposition stating size wanted.

WITTE IRON WORKS CO.
1626 Oakland Ave., KANSAS CITY, MO.



LESS GASOLINE—MORE POWER



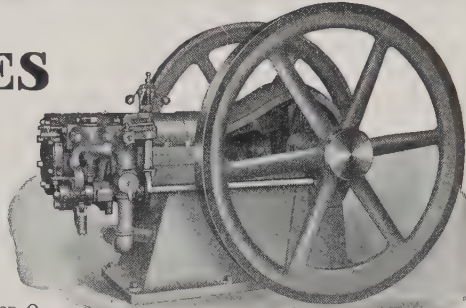
Why use 3 gallons of gasoline where you need only 2? Every third gallon you buy for a water cooled engine is just that much money thrown away. Find out about the Gade Gasoline Saver. Sizes up to 12 H.P., all air cooled.

GADE BROS. MFG. CO. 110 Main St. Iowa Falls, Iowa

“NEW ERA” GAS AND GASOLINE ENGINES

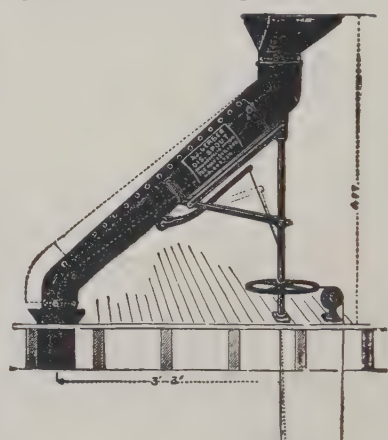
Are of the highest mechanical efficiency. There is nothing better to be had. Ready to run always, and give universal satisfaction. Used by elevator men all over the United States. They have many patented features, giving the greatest economy in operation. Our patented water jacketed cylinder head requires no packing. We have many other advantages. Send for catalog, and prices from 8 to 75 H. P.

THE NEW ERA GAS ENGINE CO.
86 Jefferson St., PORTSMOUTH, O.
formerly of Dayton, O.



Good Spouts Reasonable Prices

That is what you get when you buy the **GERBER IMPROVED No. 2 DISTRIBUTING SPOUT**. Can be operated from working floor.



Prevents mixing of grain. It's like trading dollars when you buy this spout for you get full value for every cent spent. I make a specialty of Elevator and mill spouting. Write for particulars.

J. J. GERBER
MINNEAPOLIS MINN.

Hall Signaling Distributor

This simple, unique device with only two moving parts, has saved its various owners in ten years

OVER A MILLION DOLLARS

Each is as good today, as when bought and will be for future generations. It is an economic gem.

HALL SPECIAL

(ELEVATOR LEG)

You want your elevator leg to do its work economically; to cost as little as possible to construct; to operate with the least care, attention and expense; to elevate the most grain for its size and cost, and in the quickest time; to cause you no interruption or delay or repairs.

That is why you have it.

To get this profitable and economic equipment and results, you must have a

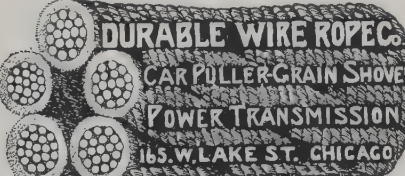
HALL SPECIAL

You should attend to it before it is too late and your money is wasted on something else.

Hall Distributor Co., 222 Ramge Bldg., Omaha, Nebr.



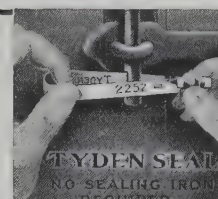
DURABLE WIRE ROPE CO.
CAR PULLER—GRAIN SHOVEL
POWER TRANSMISSION
165 W. LAKE ST. CHICAGO



Claim Losses Prevented

by **TYDEN SELF-LOCKING CAR SEALS** bearing your name and consecutive numbers. Thousands of shippers use them. Write for samples and prices.

INTERNATIONAL SEAL & LOCK CO.
Chas. J. Webb, Gen'l Sales Agent,
617 Railway Exchange Building, CHICAGO, ILL.



DIRECT REDUCTION TABLES

for
Wheat, Buckwheat,
Barley and Timothy

reduce any weight of wheat from 100 to 5090 pounds by ten-pound breaks direct to bushels of 60 lbs.; 60 lbs. with 1 lb. dockage; 60 lbs. with 2 lbs. dockage; 60 lbs. with 3 lbs. dockage; 60 lbs. with 5 lbs. dockage; Timothy Seed, 45 lbs.; Barley, Hungarian Grass Seed and Corn Meal, 48 lbs.; Barley, 50 lbs. and Buckwheat, 52 lbs.

Nine tables, printed from large type on card board, size 10½x11½ inches, and the equivalent in bushels of each weight is shown beside it, so it is impossible to get the wrong reduction. Price, 50 cents.

GRAIN DEALERS JOURNAL
315 S. La Salle Street CHICAGO, ILL.

Direct Reduction Tables for Corn and Oats

Reduce any weight of corn from 100 to 5090 pounds, by ten-pound breaks, direct to bushels of 56 lbs.; 56, with one pound dockage for dirt; 68, 70, 72, 75 and 80 lbs. The 56-lb table may also be used for reducing rye and flaxseed to bushels. Oats are reduced to bushels of 32, 33 and 35 pounds.

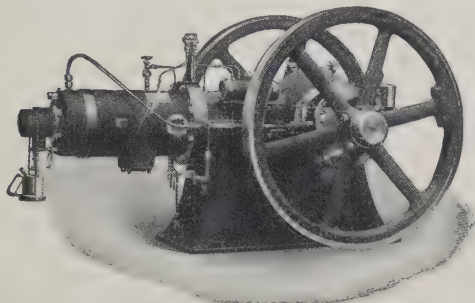
Ten tables printed from large type on card board, size 10½x11½ inches, and the equivalent in bushels of each weight is shown beside it, so it is impossible to get the wrong reduction. Price, 50 Cents.

Grain Dealers Journal
315 S. La Salle Street CHICAGO, ILL.

50c } **Runs a 25 Horse**
A DAY } **Power 10 Hours**

The Muncie Oil Engine

"Producing Power with the Cheapest Fuel."



It Operates on Crude Oil, Fuel Oil, Kerosene or Distillate. The few working parts reduce possible repairs and expenses to a minimum making the engine pay for itself in a short time.

Write for particulars, references and prices.

Muncie Gas Engine & Supply Company
Mulberry St. and Railroads MUNCIE, INDIANA



Use The Gasoline Engine Of Proved Superiority

The constantly increasing use of I H C Gasoline Engines is the result of tried and proved merit—a superiority which is everywhere recognized. Elevator men know that a reliable, economical gasoline engine is a big profit-maker. I H C Gasoline Engines are popular because they make money for their owners. A stoppage—a break-down in power caused by using an unreliable gasoline engine—may mean the loss of hundreds of dollars to the elevator.

I H C Gasoline Engines

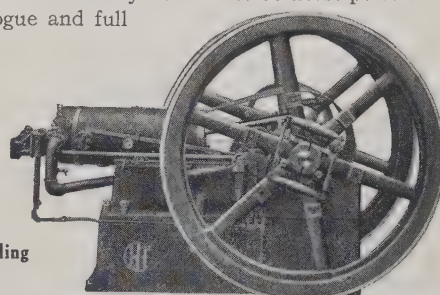
can be relied on at all times. They work powerfully and economically—start when required—and fuel expense stops the moment power is turned off. No risk—no danger—a clean, economical, reliable power—that's what an I H C Gasoline Engine means to every elevator.

There's an I H C engine for every requirement—vertical or horizontal—portable or stationary—from 1 to 50-horse power.

Write for catalogue and full information.

**International
Harvester
Company of
America**
(Incorporated)

21 Harvester Building
Chicago U S A



EDISON BSCCO PRIMARY BATTERY

We have some interesting battery information ready to send you—if you will write us concerning your battery requirements. Among the various types, there is a BSCO cell that will render you battery service beyond comparison with any service you have heretofore received. Write for this information today.

Thomas A. Edison, Inc.,
49 Lakeside Avenue, Orange, N. J.

You are Paying Too Much for Power

unless you are operating with an OTTO. Make us prove to you that steam power or electric current costs more than with an



**Gas or
Gasoline ENGINE**

The fuel economy and low up-keep of the OTTO results in lower power cost than is possible from other makes of internal combustion engines. The OTTO is higher grade than ever, yet lower in price than formerly.

Built in all sizes from 1 to 120 H. P.—for city and natural gas, gasoline, alcohol, distillate. ¶ We also build producer gas plants complete.

The Otto Gas Engine Works
3217 Walnut St., Philadelphia, Pa.



Barnard's

Employees

Belt

Elevator



Saves Time of Employees Saves Money of Employer

Carries employees or stock in bags from one floor to another.

The simplest, cheapest, safest and best contrivance for its purpose.

It is always ready for use.

No time lost in waiting for elevators.

Operators can be ascending or descending at the same time.

Requires little power and operates itself.

Send for latest catalogue.

Let us also tell you about our complete line of Grain Cleaning, Cereal, Feed, Malt and Cement Mill Machinery and Supplies.

BARNARD & LEAS MFG. CO.

**MILL BUILDERS AND
MILL FURNISHERS**

ESTABLISHED 1860. MOLINE, ILLINOIS, U.S.A.

HESS Grain Driers

**U. S.
MOISTURE TESTERS**

Ask us about them

Hess Warming & Ventilating Co.

907 Tacoma Building, CHICAGO

Are you still using rubber belting, or canvas made the same way it was 50 years ago with only one set of stitching? If you are, it's high time we told you about

Rexall Double Stitched Belting



Trade Mark Registered

Rexall Double Stitched Belting is made by first stitching the inner plies—next putting on the cover, and then giving it a second set of stitches

It costs no more than the ordinary canvas or rubber belt, but is guaranteed to last three times as long.

Write for sample, booklet, testimonials, etc.

IMPERIAL BELTING COMPANY

166-168 West Kinzie St.
Chicago, Ill.

"Everything in Belting"

"Wanted" and "For Sale"

The rate for advertisements in this department is 20 cents per type line each insertion

MACHINES FOR SALE.

WESTERN WAREHOUSE SHELLER for sale. Good as new. Bargain if taken at once. H. M. Hobart & Son, Detroit, Mich.

FOR SALE—One No. 23 Pitless combined sheller and cleaner. Slightly used. Bargain. Morgan & Stafford, Marco, Ind.

PETERSON OAT BLEACHER in good running order. Cheap. To be replaced by larger machine. Snap for Country Elevator to get in shape to handle stained oats at fraction of cost new machine. Address Bleacher, Box 1, Grain Dealers Journal, Chicago.

MACHINES FOR SALE, consisting of an entire power plant, boiler 72 inches in diameter and 16 feet long, with 72 4-inch flues, butts strapped. High pressure, shell 7/16 inch. Head 5/8 inch. No dome. Full front. One boiler feed Hooker pump, 8-4-6. One Stillwell heater, class D, 8 inch inlet and 8 inch outlet. One hot well tank 12 feet long, 54 inches in diameter. One smokestack, 36 inches in diameter and 60 feet long. One Idea engine, 105 h. p. high speed, belt wheel, 60 inches, with 12 inch face. Machinery in first-class shape. Reasons for selling, now using electricity. The O'Neil, Kaufman, Pettit Grain Co., Hutchinson, Kansas.

SECOND HAND FOR SALE—Attrition mills: 3-24" Cogswell's; 1-24" Monarch; 1-20" Unique; 2-24" Foos; 1-19" Foos; 3 pair high roller mills; 2-9"x18" Noye gear drive; 1-9"x15" Case; 1-7"x18" 3 pair high Alfsee, belt drive; 1-7"x15" Alfsee, 2 high roller mill. Separators: 1 No. 1 1/2 Barnard & Leas milling, 1 No. 31 Barnard & Leas Receiving; 1 No. 258 Eureka Magnetic, 25 bu. cap.; 1 No. 256 Monarch Magnetic, 50 bu. cap.; 1 No. 0 Howes Magnetic, 35 bu. cap. Dust collectors: 1 No. 3 P, 1 No. 4 A, 1 No. 2-B Wilson Tubular, 1 No. 2 Monarch. Address Sprout, Waldron & Co., P. O. Box 260, Muncy, Pa.

SECOND HAND MACHINERY.—We offer the following Rebuilt Machinery at greatly reduced prices (subject to prior sales): Largest stock in the world.

Separators—No. 3, and No. 98 Barnard's No. 8 Eureka Elevator Separators. No. 0 and No. 4 Richmond, No. 3 Eureka. No. 4 1/2 Barnard's Milling Separators.

Oatclippers—Nos. 6, 8 and 9 Invincible, No. 4 and No. 321 Eureka and No. 4 Barnard's.

Feed Mills, 7x14 Great Western, 6x15 Barnard & Leas; 6x18 Hutchison; 9x18 Graham, all two pair high; 9x24 Alfsee, and 9x30 Wolf, all three pair high; No. 2 Nordyke and Marmon three roller mill, and many others.

Roller Mills—All sizes and makes, single and double.

Attrition Mills, 22 inch and 26 inch Foos, 30 inch American, 22 inch Unique, 16 inch Monarch, 20 inch Monarch, 24 inch Robinson.

Corn Crushers, Nos. 7, 8 and 10 Bowsher; No. 1, Styles N. L. and T. Foos; No. 2 Triumph No. 7 and No. 12 Sullivan.

Corn Shellers—No. 2 and No. 4 Victor, No. 2 Western, No. 5 Keystone, No. B Standard and 2-Hole Joliet, Western Mill Sheller and Style B Triumph.

Steam Drier—No. 0 and No. 3 Cutler with steam trap.

Elevator Belts—1,200 ft. 22 inch, 6 ply Rubber Belt with 20x6 Buckets attached @ 50c per ft., and many other sizes.

Pulleys—A big lot, both wood and iron, from 3 inch to 10 ft. in diameter.

Write for December issue of "Gump Bargains," giving complete list of all machines in stock.

B. F. Gump Co., Mill and Elevator Machinery, 431-433-435-437 S. Clinton St., Chicago.

MACHINES FOR SALE.

ONE SIZE O. Cornwall's sieve corn cleaner with sieves for corn and wheat. Good condition; will sell cheap. Address Mapleton Milling Co., Mapleton, Iowa.

MACHINES not in use can quickly be sold by an advertisement in the "Machines For Sale" column of the Grain Dealers Journal, Chicago, Ill.

FOR SALE—One 22 h. p. Fairbanks-Morse gasoline engine, one No. 2 Victor corn sheller, one No. 2 Barnard & Leas rolling screen corn cleaner. W. H. Aiman, Pendleton, Ind.

MACHINES FOR SALE.

ONE SPLIT PULLEY, diameter 3 ft. 2 in, x 7 in. face; one split pulley, diameter 5 ft. 7 in, x 7 in. face; one Monitor oat clipper No. 6, and one Boss car loader for sale at a bargain. Used very little. Owing to change in equipment, do not need them. M. J. Lane, Gerlane, Kans.

A SNAP. We wish to move these goods as soon as possible and will make very low prices on the following list. Write us for our bargain price. One No. 9 Monitor dustless double barley separator used only a short time; one No. 8 Monitor special barley separator in good condition; one Rochester flax grain and seed cleaner, nearly new; two 500 bu. Fairbanks hopper scales; three steel tanks for boots; 2,000 steel buckets practically as good as new; good rubber conveyor elevator and drive belts, also some extra good leather belting; one Fairbanks duplex pump never used except as reserve; one 4 h. p. steam engine; two double car unloaders; two practically new gasoline engines. LaCrosse Wrecking & Lumber Co., La Crosse, Wis.

MACHINES WANTED.

WANTED a good second hand crack corn separator, shaker type. Address Branch Grain & Seed Co., Martineville, Ind.

WANTED—LARGE OAT CLIPPER, also large oat and wheat separator, either new or rebuilt. W. H. McCormick, Billings, Mont.

WANTED—Grain Dealers who are contemplating installing new machinery to use the "Machines Wanted" columns of the Grain Dealers Journal in securing prices and estimates of machines for sale. We can save you money. More than value received.

WANTED—A roller screen to separate corn from the cob, a No. 10 Clipper cleaner second hand, but must be in good condition and ready for shipment. Two friction driven over head dumps complete. Address all communications to H. G. Pollock, Middle Point, Ohio.

SCALES FOR SALE.

SCALES for elevators and mills, lowest price. Chicago Scale Co., Chicago.

SCALES of all kinds repaired, rebuilt, tested and sealed. Elevator and mill scales our specialty. All work guaranteed. Address Young Bros., 1 Bridge St., Toledo, O.

OFFER ONE 300 BUS. HOWE Hopper scale but little used, guaranteed correct. First offer of \$50 takes it. Address Scale, Box 11, Grain Dealers Journal, Chicago, Ill.

REFITTED SCALES.

400-600-800-1,000 and 1,500 lb. Portable 4 ton, 6 ton, 10 ton 14 and 22 ft. Wagon 1,200-2,000-2,500 and 5,000 lb. Dormant 48 ft. 80 ton 44 ft. 100 ton R. R. track. The right scale at the right price. Southern Scale Co., 407 N. 4th, St. Louis.

GASOLINE ENGINES

ONE 25 H. P. ST. MARYS gasoline engine in good condition for sale cheap. Address Scott & Son, Middlepoint, Ohio.

10 H. P. INTERNATIONAL GASOLINE engine for sale. Used 5 months. Putting in electric power reason for selling. Frank Gibbons, Dwight, Ill.

1 20 H. P. FAIRBANKS-MORSE gasoline engine, practically brand new. Fifty other sizes and styles. Write us if you need power. The Badger Motor Co., Milwaukee, Wis.

GASOLINE ENGINES FOR SALE.

44 H. P. Fairbanks-Morse.
25 H. P. Columbus.
25 H. P. Fairbanks-Morse.
22 H. P. Fairbanks-Morse.
15 H. P. Fairbanks-Morse.
12 H. P. Fairbanks-Morse.
6 H. P. Fairbanks-Morse.
4 H. P. Fairbanks-Morse.

Also fifty engines of varied sizes and all makes. Address A. H. McDonald, 547 W. Monroe St., Chicago, Ill.

STEAM ENGINES—BOILERS.

FOR SALE OR TRADE for stationary gasoline engine, 25 h. p. stationary steam engine, center crank, in good shape. M. M. Engle, Beecher City, Ill.

DYNAMOS—MOTORS.

BUFFING AND GRINDING MOTORS variable speed, at the right prices. High efficiency motors and generators, 1/4 to 5 h. p. for any purpose. We built special motor or dynamo to order. Die and model work a specialty. United Electric Motor Works, Menomonie, Wis.

ELECTRIC MACHINERY BARGAINS.

180 Light, 125 Volt, Multi-Polar, Westinghouse dynamo, complete with switchboard\$155
50 Light, 110 Volt dynamo, new, complete with switchboard and 5 h. p. hopper cooled gasoline engine..... 250
5 h. p. 3 phase motor..... 65
All sizes of motors and dynamos at lowest prices. Send us your inquiries.

Aaron Electric Co.,
118 S. Clinton St., Chicago, Ill.

MILLS FOR SALE.

FEED MILL AND COAL YARD for sale. A good bargain. S. S. Makepeace, Troy, O.

40 BBL. WATER POWER FLOURING mill for sale or trade for farm of equal value. Price \$8,000. Hill Mill, Box 64, Verona, Mo.

FOR SALE OR EXCHANGE for farm or city property, steam, flour and grist mill at Arlington Heights, Ill. Brodfuehrer, 118 N. La Salle St., Chicago, Ill.

WASHINGTON flour mill for sale at a bargain. On Columbia river opposite Portland. 700 ft. of water front and trackage on Seattle, Portland and Spokane Ry. Shipping facilities by rail or water. 100 brls. capacity. Perpetual free water power. Latest machinery. Easy terms. Address Brong-Steel Co., Portland, Ore.

LOCATION WANTED.

GOOD FLOUR MILL LOCATION desired by a first class miller who owns his machinery or would consider selling the machinery. Address Location, Box 11, Grain Dealers Journal, Chicago, Ill.

ELEVATORS FOR SALE.

SOUTHWESTERN OHIO ELEVATORS for sale, with or without flour mill. Good side lines. Priced to sell. Address E. T., Box 11, Grain Dealers Journal, Chicago.

SOUTHWESTERN IOWA elevator and coal business for sale in town of 1,500. Good territory; on own ground. Address I. R. V., Box 10, Grain Dealers Journal, Chicago, Ill.

NORTH DAKOTA AND MINNESOTA. For sale 16 elevators located in N. D. and Minn. Good stations and prices reasonable. Will sell either as a line or separate. Address 308 Board of Trade, Duluth, Minn.

WESTERN NORTH DAKOTA. Two grain elevators must be sold at once for cash. Investigate and make a bid. L. Buege, 224 Boston Block, Minneapolis, Minn.

IOWA. For sale—lumber yard, 2 elevators, 6 coal bins and cement block plant, all one business in Cherokee, Iowa; all doing good business. Address Elmo Archer, Cherokee, Iowa.

SOUTH DAKOTA. Elevator for sale, located on S. D. Central Ry. In first-class condition and at reasonable price. A good bargain. Address Box 101, Watertown, S. D.

WESTERN OHIO. 15,000 bu. elevator and 150 bbl. mill combined. Splendid plant, 160 h. p. engine. Good grain territory. For sale at a bargain. Address K. H. B., Box 9, Grain Dealers Journal, Chicago, Ill.

MINNESOTA. For sale terminal elevator at Minneapolis, Minn. Good storage and working house. Valuable trackage. Reasonable price and terms. Also country elevators in Iowa, North and South Dakota. Write for particulars. Address Mpls. Box 6, Grain Dealers Journal, Chicago.

OHIO. Will trade for land or sell for cash elevator, garage and coal yards. Land must be in Ohio, Ind., or Ill. This is a good business. No better grain country can be had. Poor health reason for selling. Address Chance, Box 4, Grain Dealers Journal, Chicago, Ill.

COMPLETE FLOUR MILL AND elevator with 25,000 bus. storage capacity; running and doing good business. Splendid business proposition. Will exchange for good land and will assume or put in cash up to \$10,000. Address Land, Box 10, Grain Dealers Journal, Chicago, Ill.

WISCONSIN—10,000 bu. elevator and feed mill with corn cribs, hay sheds and warehouse; 20 h. p. gasoline engine. Big flour and feed business. Everything in best of order, running daily. 3 R. R.'s. Price \$5,000, one-half cash, balance to suit purchaser. Address B. C. H., Box 9, Grain Dealers Journal, Chicago, Ill.

WISCONSIN. 10,000 bu. elevator and 50 bbl. steam roller mill for sale. On side track of main line of C., M. & St. P. R. R. No competition. Up to date flour and feed mill (Allis System). Everything in good running order. Address Wisconsin, Box 11, Grain Dealers Journal, Chicago.

CENTRAL IOWA. For sale, large and profitable business in grain, coal, salt, mill feed, etc. 20 M cribbed elevator; coal bins 500 tons, corn cribs 3,500 bu., warehouses, etc. All buildings in good repair. Good town, 1,000 pop. Address M. C. H., Box 6, Grain Dealers Journal, Chicago, Ill.

MINNEOSTA. For sale elevator in southeastern part of Minn. Capacity 20,000 bu.; equipped with modern machinery and building in good condition. Large feed, seed, hide and wool business, besides shipping grain. Excellent proposition. Will sell elevator and equipment \$4,600. Stock at inventory. Business has been established 25 years. Good reasons for selling. Address Minn., Box 9, Grain Dealers Journal, Chicago.

ELEVATORS FOR SALE.

TWIN VALLEY, MINN. For sale elevator. For particulars and price write C. E. Peterson, Twin Valley, Minn.

ELEVATOR FOR SALE or trade. For further information write Otto Schulz, Washburn, N. D.

IOWA. For sale elevator and coal business. A good proposition. Address X. Z., Box 9, Grain Dealers Journal, Chicago, Ill.

IF YOU WANT to sell your elevator, insert an advertisement in the "Elevators For Sale" columns and get quick results.

NORTHWESTERN OHIO. For sale, one of the best elevator and coal propositions in the state. Address C. O. D., Box 7, Grain Dealers Journal, Chicago.

AN 18,000 BU. ELEVATOR fully equipped and 7 room house, all modern, for sale or trade for improved farm. Address Post-office, Box 101, Onaka, S. D.

EASTERN INDIANA. Up to date 12,000 bu. cribbed elevator, only been built one year, located in good territory. Good coal business and other side lines in connection. Also have new eight room dwelling; two acres of land, everything on own land. Price \$10,000. Address George, Box 11, Grain Dealers Journal, Chicago, Ill.

ATHENS, MICH. For sale 10,000 bus. elevator, feed mill and coal business. 15 h. p. gasoline engine, Monarch 16 in feed mill, two set 3600 lb. scales, one 4 ton wagon scale, one Eureka No. 3 cleaner, one Eureka oat clipper. On M. C. R. R., reason for selling failing eyesight. P. I. Simons, Athens, Mich.

OHIO. To trade a good 40,000 bu. elevator in Ohio at a country point, for a good farm in Ohio. Farm must be a good one, free of incumbrance. Elevator and business is free of incumbrance. Best reason for trading. A first class money maker. Address Trade, Box 11, Grain Dealers Journal, Chicago, Ill.

EASTERN SOUTH DAKOTA. For sale at reasonable figures, 12,000 bu. cribbed elevator complete, in good running order and repair. Handling 60 to 75,000 bu. a season; 160 ton coal shed, handling 500 tons a year. Located on C. N. W. Ry. in a rich farming community. No competition. Address Anton Marx, Thomas, S. Dak.

ILLINOIS. Elevator and coal business for sale or trade. 80,000 bu. capacity elevator in good shape in the best corn belt in Ill. 1,000,000 bu. grain handled at this point last year; three elevators in the town; will trade for land or business property or sell for cash all or half interest. Address Property, Box 11, Grain Dealers Journal, Chicago, Ill.

KANSAS. For sale a modern 20,000 bu. capacity elevator, has been built two years, first class in every particular, more than 200 cars of grain shipped from this year, including wheat, corn and kaffir. One other elevator for competition. Located in cen. Kan. wheat belt. Price \$5,500. Address Kansas, Box 11, Grain Dealers Journal, Chicago, Ill.

OHIO. For sale or will take in moneyed partner, our 75,000 bu. transfer elevator, equipped with Hess drier and feed mills. Well established and doing a good business. Located in one of the best cities in the state. Low railroad rates to southeastern states. Object to secure more capital in business. An exceptional opportunity. Address Opportunity, Box 11, Grain Dealers Journal, Chicago, Ill.

INFORMATION.

W. J. Schutte, formerly of Britt, Ia. Present address wanted. Address E. E. S., Box 11, Grain Dealers Journal, Chicago.

READERS DESIRING to learn by whom, or where any grain handling machine or device is made can generally obtain it promptly by addressing Information Bureau, Grain Dealers Journal, Chicago, Ill.

ELEVATORS WANTED.

WANTED—Grain and coal business Cen. Ia. or No. Ill. preferred. Elevator cap. 25-40,000 bus. G. L. Clark, Gilman, Ia.

ELEVATOR WANTED in good location doing good business. Address S. B. Box 11, Grain Dealers Journal, Chicago.

WANTED TO LEASE an elevator tributary to Chicago. Describe fully, state terms. Address Lease, Box 10, Grain Dealers Journal, Chicago, Ill.

WANTED TO LEASE ELEVATOR doing good business. Describe fully, state terms. Address Terms, Box 11, Grain Dealers Journal, Chicago, Ill.

WILL TRADE 200 ACRE FARM worth \$40 an acre, for a good elevator in good grain country in North or South Dak. Write for full particulars, Dakota, Box 10, Grain Dealers Journal, Chicago.

OKLAHOMA. 160 acres well improved farm near Shawnee, Okla., to exchange for an elevator. Prefer Illinois. Address Farm, Box 10, Grain Dealers Journal, Chicago, Ill.

IF YOU WANT TO BUY an elevator make it known to the grain elevator men of the country advertising in the "Elevators Wanted" column of the Grain Dealers Journal, Chicago, Ill.

WANTED TO TRADE MY EQUITY in two sections of good Montana grazing land with abundance of grass and water for an elevator in a live North Dakota or South Dakota town. Frank A. Cousins, Bismark, N. D.

ELEVATOR BROKERS.

R. W. JETER, The elevator salesman, has buyers for your plant or he has a plant for you if you want to buy. Write him at once. R. W. Jeter, Ashton, Ill.

JAMES M. MAGUIRE, Campus, Ill., Elevator Broker, can suit you in an elevator from \$5,000 up. Can give good terms on many of them. Write for information or to make appointments.

OUR LIST OF 1,000 ELEVATORS. Our close study and many sales of them for over 9 yrs. every day, nothing else, our reliable work for every buyer and seller makes our services worth \$1,000 to any buyer which is gratis. Date me—buy of me. John A. Rice, Frankfort, Ind.

BUSINESS OPPORTUNITIES.

FOR SALE WAREHOUSE and hay barn in good locality, doing good business. Cheap if sold quick. Address Warehouse, Box 11, Grain Dealers Journal, Chicago.

WANTED—Am looking for a good business. Prefer elevator, mill, general merchandise or hardware store. Will pay cash. Give full description. Confidential. Box 5951, Cherry Valley, Ill.

LAND FOR SALE.

OREGON, 1,300 acres finest farm and dairy ranch in Ore. on S. P. R. R. 75 miles south of Portland. Black loam, good buildings. A profitable investment at a reasonable price. Terms to suit. Address Brong-Steel Co., Portland, Ore.

Your Opportunity

is here. Now is the time to let the elevator man know you want his business. Advertise in the

Grain Dealers Journal

HELP WANTED.

WANTED—Live all round man for general work in wholesale grain office in central Indiana. State age, experience and salary expected. Address Lamb, Box 11, Grain Dealers Journal, Chicago.

WANTED—Experienced hustling agent for grain and lumber station combined in Iowa. German preferred. State age, salary expected and give references in first letter. Independent Grain & Lumber Co., Mason City, Iowa.

EXPERT SALVAGE HANDLER wanted. One who will go to grain storehouse fires in central states immediately, save grain and market it advantageously. Address Mutual Salvage, Box 10, Grain Dealers Journal, Chicago.

EXPERIENCED HELP, such as managers for country stations, foremen, auditors and employees needed in the grain business are readily secured thru an ad in the "Help Wanted" column of the Grain Dealers Journal, Chicago.

PARTNERS WANTED.

WANTED PARTNER in elevator in bean belt of Michigan. To an active party this is a good opportunity. Address Partner, Box 6, Grain Dealers Journal, Chicago.

Clark's Grain Tables for Wagon Loads

TWELFTH EDITION

The best and most complete edition of these popular reduction tables ever issued.

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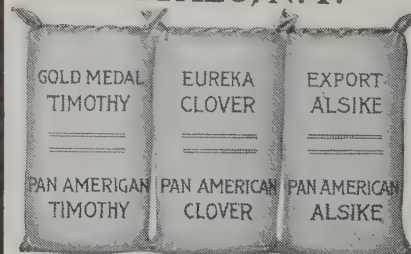


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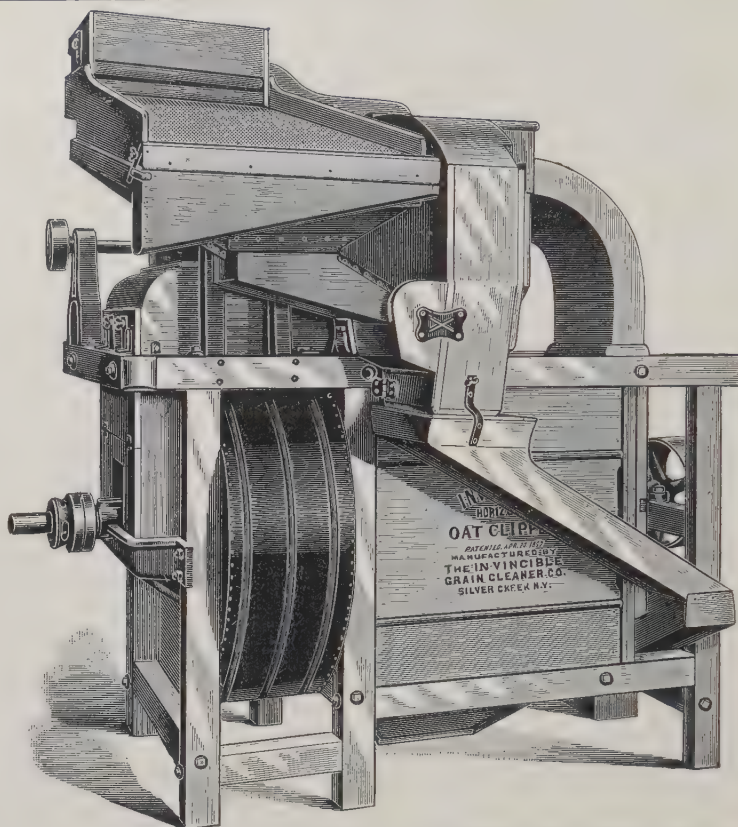
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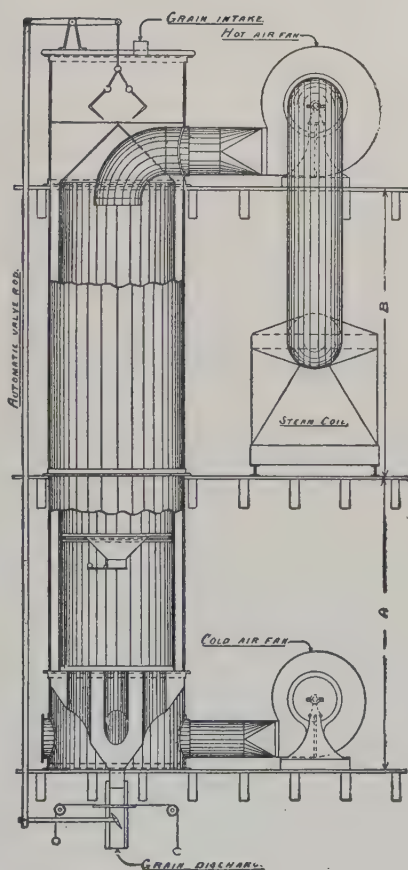
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GRAIN DEALERS JOURNAL

Published on the

10th and 25th of Each Month

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CHARLES S. CLARK, Manager

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value of The Grain Dealers Journal as a medium for reaching progressive grain dealers and elevator men is unquestioned. The character and number of advertisements in its columns tell of its worth. If you would be classed with the leading firms catering to the grain trade, place your announcements in the Journal.

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LETTERS

on subjects of interest to those engaged in the grain trade, news items and crop reports are always welcome.

Entered at the Chicago, Ill., Post Office as Second-Class Matter Aug. 5, 1898.



GOLD MARKS SIGNIFYING QUALITY OF CIRCULATION HAVE BEEN AWARDED THE GRAIN DEALERS JOURNAL BY THE AMERICAN NEWSPAPER DIRECTORY

CHICAGO, ILL., DECEMBER 10, 1911.

THE SUCCESS of the scale inspection department of the Illinois Grain Dealers Ass'n shows that country elevator men are anxious to keep their scales in working order. The wonder is that this branch of ass'n work was not long since inaugurated.

NOW that the feed control officials have adopted definite definitions of different terms used in the feed trade, it will be much easier to understand what is required by their regulations, and hence easier for dealers and manufacturers to comply.

CROP OBSERVERS of the gulf states predict a material reduction in the cotton acreage next year, and a similar increase in the grain acreage. The greatly increased production of cotton and the reduced price, has brot discouragement to many cotton growers.

A MINNESOTA shipper, who had a hard fight with the Omaha road, to escape paying for a minimum carload of each kind of grain loaded into a bulk-headed shipment, writes that the time is at hand when it becomes necessary for shippers to bluff the railroads into a recognition of their rights, in order to secure fair treatment, and the experience of many shippers support his statement.

BARLEY is being imported from Canada, and recently five cargoes of California Barley were shipped back to this country from England. An increased acreage may confidently be looked for next season.

YOUR CARS leak grain in transit occasionally, and sometimes they are reported in our Leaky Car column. Do as much for your fellow dealers. Report his cars when you see them leaking in transit.

MANY shippers of new corn are not only sorting it carefully, but are also blowing it thoroly, in order to remove all dirt and fine material, in the hope of getting it to market without heating in transit. The loss on one carload of hot corn will often offset the profits on shipments for a month.

THE HANDSOME prizes given for the best grains exhibited at the recent Land Exposition in New York City attracted many exhibitors from the west, and aroused an enthusiasm among the farmers of the metropolis that bids fair to send many of them back to the farm. The list of grain prize winners is given elsewhere in this number.

"NATURAL SHRINKAGE or discrepancies in elevator weights" will soon be eliminated from Bs/L, if the influence of the National Industrial Traffic League has any weight with the carriers. Having failed to prove the existence of natural shrinkage, in excess of the average natural absorption, the clause is not justified in any B/L and should be dropped.

NOW that the Chicago Board of Trade has cut off its quotations from the Open Board of Trade, in which institution real grain has always been an absolute stranger, the question naturally arises, Why were the quotations ever granted to the Open Board? The speculators on the Open Board never handled real grain, and what was more, they did not want to.

SOME railroads are reported to be considering requiring all buildings erected on their rights of way to be covered with iron, and thoroly protected from locomotive sparks. It seems that the burning of shingle roof structures has placed railroad buildings and property in jeopardy, hence they will not lease land unless property is well protected and the fire hazard thus reduced.

THE OHIO trade seems to be afflicted with more ex-elevator men, who engage in the scoop shovel grain business, than the trade of any other state. When these scoopers had elevators of their own, it was very easy for them to discern the iniquity of central market receivers who encouraged scoopers, but since they have sold their elevators—well, the shoe's on another foot.

THE SECOND disagreement of a jury at Albany, N. Y., has postponed the day when the former treasurer and manager of Durant & Elmore Co. will be punished for defrauding the banks and receivers of money on bogus Bs/L. The jury system is nearly as far behind the times as the railroad system of issuing Bs/L.

SO MUCH has been said about the gigantic grain trust, and its enormous graft, it is time someone was presenting a photograph of this offender, that the members of the trade might be on the lookout for the greedy gobbler and occasionally escape, when threatened with destruction. Good photographs suitable for reproduction on copper, will be welcome at any time.

DEALERS who store large quantities of new corn, are very likely to join the grain in a generous sweat, and both may spoil before the hot summer suns bring us dry atmosphere again. Those who have driers can place their corn in condition and keep it as suits their pleasure, but country dealers, without driers, should place corn in narrow cribs and watch it closely.

OVERCHARGES in freight are being assessed upon grain shippers with such frequency that many shippers are complaining most bitterly of the practice. The only penalty is the necessity of refunding the overcharge to the shipper and with chances against his discovering the overcharge. If more shippers would keep posted on current rates of freight, fewer carriers would persist in attempting to increase their revenue by this trick.

A SHORTAGE of cars is occasionally complained of by different members of the trade, but the complaints are from such scattered districts, that it must be the car famine is only temporary and local, and not widespread. Sometimes an autocratic station agent or a special rush of business from one section of the railroad does cause a temporary scarcity of cars at other sections, but vigorous complaints from would-be shippers generally brings about improved conditions on very short order.

DEALERS who have any convictions on the schedules of discounts and premiums, published on page 774 of the Journal for Nov. 25th, which was as proposed by the Federated Grain Dealers Ass'ns, should make them known to the trade. The committee did not expect to arrive at a perfect schedule, or a satisfactory one, at the start, but in order to get anywhere, it is necessary to make a start, and this the committee has done, with the hope that dealers who have any criticism to offer will let it be known. Our columns are open to all, in the interest of all members of the trade. Those who have convictions on these two schedules should make them known.

DELIVERING grain shipped on order B/L, without demanding a surrender of the bill, has involved another railroad at Little Rock, Ark., in trouble. If the railroad companies would guard the issuance of order Bs/L more carefully, freight agents would involuntarily exercise greater care in handling shipments billed to shippers order, and every trade using this form of B/L would profit therefrom.

THE DEMAND for better roads, roads which shall bring the farm nearer to the country market, is being urged by different good roads ass'ns, and many of them seem to favor the employment of convict labor in the improvement of the roads, just as has long been done effectively and satisfactorily by the states of the south-east. With passable roads every day of the year, the country grain elevator would not be closed on account of bad roads so frequently each Spring.

UNDER-BILLING freight is a dangerous practice, as was recently discovered by a Michigan shipper, who was fined \$1,000 for billing a shipment of baled hay at 8,500 lbs. less than he loaded into car. He did not save any freight on that shipment. Now, if the law could be amended so as to fine carriers heavily for overcharging and for failure to deliver the full amount of grain and hay entrusted to them for transportation, discrimination will be reduced and injustice remedied.

THE TROUBLE with many country grain buyers is that they permit their desire to get their share of the station's business over-rule their need of a profitable business, hence the sheriff comes to see them or they are called upon to visit the bankruptcy court. The average profit from handling a bushel of grain at the country stations is the lowest profit to be found in any commercial line representing an equal investment. The dealer is entitled to a living profit, and should insist upon having it.

PURIFIED OATS are giving the Board of Food and Drug Inspection some trouble, judging by the delay in giving a decision in the case of a Chicago grain firm in which evidence was taken several months ago. The attitude of the government is that a consignment of oats sold as "purified" is misbranded, in that the sulfur bleaching does not in fact purify; but only improves the appearance of the grain. The eradication of smut effected by the sulfuring of oats would seem to warrant the designation of grain so treated, as "purified." If the Board of Pure Food and Drug Inspection has decided that such description of oats is not a misbranding nothing further will be heard of this case; but it is to be hoped the Board will nevertheless report its findings in a food inspection decision for the information of the trade.

SHIPPERS should not overlook the fact that laws forbid railroad companies charging any shipper less than the schedule rate, but they can charge shippers as much more than the schedule rate as they can get out of the shipper without protest, and without committing any infraction of the law. At least one carrier, altho making no overcharge, neglects either to admit overcharge or to make a refund. For this reason it behooves every grain shipper to keep posted on freight rates, and pay only the rate called for by the schedule.

GRAIN SHIPPERS of different sections of the country are complaining of inability to obtain cars to meet their needs, a fact which should be constantly borne in mind by those who sell for future shipment. Shippers who need cars badly, generally obtain them within reasonable time, if they persist in bombarding the general freight officials with letters and orders for cars. Some shippers use formal duplicating car order blanks, and increase their chance of getting cars soon by confining their orders to the exact number of cars needed.

A POORLY guarded Illinois elevator recently gave up eight feet of belting to the cause of new soles for the shoes of a gang of weary wanderers which came that way. Many elevators in different parts of the country have been burned, because of their accessibility to traveling hoboos, but this is the first one we have heard of being robbed of its belting. Yeggmen frequently break into the office, and blow open the safe, for the privilege of looking over the books, but they so seldom find any money in the safe of the grain dealer that they do not often waste their time cracking his strong box.

SHIPPERS who suffer loss of grain in transit, and hesitate to force payment for their loss, will be pleased to know that a retail coal merchant of Frankfort, Ky., has recently sued and collected a number of claims for shortages in shipments ranging from \$19.40 to \$178 on each count. The shipper obtained judgment for the full amount in each case, together with all costs. The courts have frequently held the carriers to be responsible for the delivery at destination of all freight entrusted to them for transportation, and there seems no excuse whatever in their neglecting to deliver the full amount or refusing to pay for any lost in transit. One railroad man has suggested the advisability of bagging all grain before shipment. While this would no doubt reduce the number of shortages and the average loss on each shipment, the cost would be greater than the saving. Cars carefully coopered with burlap have not been known to leak, and the cost for coopering them is very small compared with the annual losses.

"OR BETTER" grain is surely entitled to net a premium for the shipper, but it will not, unless the shippers demand that the discount and premium schedules of the Federated Ass'ns, which were published on page 774 of the last number of the Journal, are made a part of the contract, and govern in the fixing of the value of grain which grades better than the contract grade. The Grain Dealers Ass'ns have provided the means; it remains for the shippers to insist upon the adoption of the schedules in each transaction.

A WOULD-BE shipper at Princeton, Minn., recently secured a judgment for \$6,072 damages against the Great Northern Ry., because of its refusal or inability to furnish him cars. The duties of the carrier to the shipping public are becoming more clearly understood each year, with every prospect of decisions and rulings which will insure better service to the shippers and eventually more profit to the railroads. In most cases the poor service is due to lax methods. As the service improves, the shippers will have fewer losses, fewer complaints to make, and the railroads will have a more profitable business.

GRAIN DOORS are being paid for by many railroads, as is evidenced by reports of reparation allowed, published in our news columns. At the same time, some railroads are so near-sighted as to refuse compensation to shippers for grain doors furnished, as is complained of by one of our correspondents in this number. Any railroad which is so niggardly as not to provide good cars, well equipped with grain doors, or failing in this, hesitates a minute to compensate shippers for money expended in equipping cars with grain doors, should be published to the trade, and boycotted, so far as is possible, until it is willing to treat shippers fairly.

THE INTERSTATE Commerce Commission made a ruling last week which should lead to the termination of embargoes by any line of railroad against other lines of railroad. Many railroads are so poor, they prefer to steal cars from their competitors, rather than buy them, even tho they have to pay the paltry sum of 25 cts *per diem* rental for them. Many of the more enterprising railroads have been preyed upon by the parsimonious and the careless lines to the great detriment of the shippers along lines of railroads which own sufficient cars for their own needs, but do not have enough to supply both themselves and the thieving railroad companies. The I. C. Commission holds that the confiscation of cars and the placing of embargoes by railroads owning cars are both unlawful, and that it behooves the railroad companies to adopt rules which will insure the prompt return of all cars to owners. The sooner the carriers get to dealing fairly with one another, the sooner will the shippers of the country get a fair deal.

THE PENALTY CLAUSE, which has been incorporated in the by-laws of some cooperative grain elevator companies, has been declared unlawful by a district court judge, who has perpetually enjoined the officers of the company from exacting, collecting or receiving in any manner, any sum from any bid made by any competitor on the general market at Decorah, Ia., as a condition upon which said sellers may dispose of live stock to the independent buyer, who is plaintiff in this case. It has long been the impression that the penalty clause could not be enforced against members of cooperative companies, who are unwilling to pay for the privilege of selling to whomsoever they chose, so that the companies could not enforce their rule against stockholders, who were unwilling to have the market for their farm produce restricted. The Iowa judge, as is shown by his decision, which is published elsewhere in this number, considers the penalty clause in the by-laws of the cooperative company a restraint of trade, and calculated to inflict irreparable injury upon independent buyers who attempt to compete in the open market. The decision is one of great importance to the independent buyers, as well as to the cooperative companies, because the cooperative companies who heed the ruling of the court will henceforth meet competition on what will be nearer an equal footing. The cooperative companies will still have the advantage of the self-interest of stockholders in their favor, which would seem to be enough to divert much business to them.

GRAIN SALVAGE.

Saving salvage grain from burning grain storehouses has been given such intelligent direction by representatives of the mutual fire insurance companies making a specialty of this class of risks, that the average percentage of salvage from each loss has been greatly increased, much to the profit of grain dealers and millers, who are policy-holders in such companies.

Experience has shown that where it is possible to chop a hole in a large bin of a burning grain storehouse, it is advantageous to do so, and to spout the grain as far from the house as possible. Elevators having clean concrete basements have profited by spouting all of their grain into the basement, and then tearing down the superstructure as fast as possible.

In former days it was a practice to extinguish all fires in grain with water, and, of course, the water did more damage than the fire. It is far better to scoop out the burning grain, and drag all burning embers from the wreckage. Every effort made to avoid the mixing of different grains increases the net returns from the salvage.

With the increased use of fireproof material in the construction of grain

storehouses, it is confidently expected that the number of disastrous fires will be greatly reduced, but the advantage and profit in caring for and saving as much of the salvage as possible will always be as important as at present, and just as profitable to the holders of policies in mutual fire insurance companies.

The marked increase in the returns from the salvage on grain, where the insurance companies have been quick to protect it and market it, has prompted the mutual insurance secretaries to take steps to secure even better results. Careful study of the conditions following each fire, and intelligent direction of the property owners in the care of the grain, will surely reduce the average loss on grain, and at the same time reduce the cost of insurance on grain.

"CALENDAR" OR "BUSINESS" DAYS.

All commercial organizations are working to bring about the adoption of rules of trade, which shall be as near uniform in different parts of the country as possible, in order that misunderstandings, differences and disputes may be eliminated, to the end that losses be minimized and profits made more certain. For years an effort has been made by the more progressive organizations to bring about the adoption of uniform terms, relating to shipping time, which shall have the same meaning to all concerned. The multiplicity of meanings given to the old-time terms "immediate," "quick" and "prompt" shipment, was such as to prompt every progressive dealer to denounce the terms as useless and out of date.

In an attempt to displace these old indefinite terms with something better, "business" days were adopted by some. If the "business" days of the east were the same as the "business" days of the west, then contracts for shipment within a specified number of "business" days would have the same meaning to all members of the trade, but unfortunately different classes of politicians make holidays for the different sections, so that a contract between an eastern buyer and a western shipper, which contains a time clause, based upon "business" days, may have a very different meaning in the two sections.

There is no necessity of the trade struggling along with indefinite terms. *Calendar days* mean the same in the east as in the west, the same in the north as in the south, and until some better unit for measuring the time limit of contracts is discovered, it would seem wise for all rule making organizations to provide that contracts for the delivery of grain shall be stipulated in *calendar days*.

The National Ass'n took the lead in this move, at its Chicago meeting in 1910, and since then the following Exchanges

have seen the wisdom of the action, and also adopted rules, providing that shipping time shall be stipulated in *Calendar days*: Baltimore Chamber of Commerce, St. Louis Merchants' Exchange, Minneapolis Chamber of Commerce, Omaha Grain Exchange, Peoria Board of Trade, Kansas City Board of Trade, Wichita Board of Trade, Duluth Board of Trade, San Francisco Chamber of Commerce.

Who will be next?

Leaking in Transit

Grain dealers can help brother sufferers in collection of claims for loss by reporting to Grain Dealers Journal, Chicago, for publication the initials, number, date and condition of cars seen leaking grain in transit.

Recently we have received reports of the following leaking or bad order cars:

C. & N. W. 93618 passed thru Pender, Neb., leaking corn at corner of car. Had no time to repair car as train left too soon after I discovered leak.—R. P. Mason with Holmquist Grain & Lbr. Co.

U. P. 73237 or 72337 passed thru Ackley, Ia., Dec. 5, going south on Iowa Central R. R., and leaking small stream of barley at door.—Fred E. Trainer of J. C. Lusch & Co.

Wabash 51931 passed thru Yetter, Ia., Nov. 30, leaking yellow corn badly at east end. Tried to have train crew set it out for repairs but did not do so. This car was picked up at Knierim, Ia.—A. A. Goff, mgr. Farmers Grain Co.

G. N. 3194 passed thru Hope, N. D., Nov. 20, containing wheat and showing a side and corner leak also one seal broken.—F. R. Durant, Minneapolis, Minn.

W. & S. F. 86132 passed thru Garske, N. D., Nov. 20, leaking flaxseed.—F. R. Durant, Minneapolis, Minn.

N. P. 28549 passed thru Eckelson, N. D., leaking over drawbar, could not make repairs.—P. E. Knudson, mgr. Eckelson Farmers Eltr. Co.

Southern 18517, drawn by the local, stopped at Odell, Ill., Nov. 18, leaking white corn badly thru a crack in side of car. We nailed a board over the crack and stopped the leak.—Gulshen & Wolf.

N. Y. C. & H. R. 92251 passed thru Raub, Ind., Nov. 15, leaking wheat at ends and sides; did not stop here.—Jordan & Evans.

Q. 26400 leaked oats at end door at New Windsor, Ill., Nov. 14; reported by our Mr. A. J. Rowland.—W. P. Anderson & Co. by W. P. A., 329 Sherman St., Chicago, Ill.

C., B. & Q. 25024 passed thru Hinton, Ia., Nov. 8, northbound, leaking winter wheat over drawbar. Train did not stop long enough to fix it.—W. H. Glover, agt. Thorpe Eltr. Co.

N. P. 43722 was set out here in bad order and is being transferred by the section men. The agent here told me this car was being shipped from McClusky, N. D.—P. E. Knudson, mgr. Eckelson Farmers Eltr. Co., Eckelson, N. D.

W. C. 14550 passed thru Rival sta., Columbus p.o., N. D., Nov. 2, leaking wheat at drawbar. Train did not stop here.—John A. Ahrens, agt. Minnesota Eltr. Co.

T. St. L. & W. 3784 passed thru Borton, Ill., Nov. 1, loaded with corn and leaking at side near front trucks.—Chas. Henn, per R. O.

C. & N. W. 7668 passed thru Jefferson, Ia., Oct. 28, leaking at one end, no seals; fixed the best we could.—D. Milligan Co.

C., St. P., M. & A. 15856 passed thru Jefferson, Ia., Oct. 28, east bound, loaded with corn, leaking at corner; sealed 4707.—D. Milligan Co.

Alfalfa in Kansas is advertised by F. D. Coburn, sec'y of the state board of agriculture, with a souvenir postal card showing a pile of alfalfa seed decorated with coins and banknotes, with the legend "All Kinds of Money in Alfalfa."

ELEVATOR OPERATORS ENTITLED TO Elevation Allowance.

The Supreme Court of the United States on Dec. 4 gave a decision in favor of the Updike Grain Co. and Crowell Lumber & Grain Co. against the Union Pacific R. R. Co. affirming the decision of the U. S. Circuit Court of Appeals and holding that the elevator operators were entitled to the $\frac{3}{4}$ cent per hundred allowance for elevating grain, for the prompt release of cars. The opinion of the court was delivered by Justice Lamar, and follows in full:

In 1899, the Union Pacific found it desirable to have grain unloaded at its terminals in Council Bluffs in order that cars might be promptly returned for use on its line. In consideration that Peavey would there erect and maintain an elvtr., it agreed to pay him $1\frac{1}{2}$ ¢ per hundred for elevating grain. It subsequently made similar contracts with what are called "Peavey Companies" which had elvtrs. along its tracks in the cities of Omaha, South Omaha, and Kansas City, terminal points of the Union Pacific. Thereafter it agreed, on certain conditions, to pay for similar service by elvtr. companies in the same cities, even tho the elvtrs. were not located immediately on the railroad tracks. It thereupon filed a Tariff Circular with the Commission, in which the Union Pacific recited that "to expedite the movement and to secure the prompt release and return of equipment an allowance will be made" to elvtrs. performing the service on thru grain in carloads, transferred by the elvtrs. at the point named;

"No allowance will be made when more than 48 hrs. elapse between the time of delivery to the elvtr. or connecting line and the release and return of the empty car to the Union Pacific."

That company was and is a member of a railway Ass'n, which regulated the switching, loading and unloading of cars. One of its rules provided that

"cars received loaded in switching service must be confined to switching territory and when emptied must be returned to the owner, if a direct connection within that territory, or to the road from which received, or may be loaded in accordance with rule 2 a b c.

Rule 2a, "loaded via any road, so that the home road will participate in the freight rate; (b) loaded to the road from which originally received, if such loading is in the direction of the home road, but not otherwise; (c) loaded to an intermediate road, if in the direction of the home road."

As the Peavey elvtrs. were located along side the tracks of the Union Pacific, these rules did not affect their right to recover for elevation service. But, as the elvtrs. of the defendant in error were located on the lines of other railroads in Omaha and South Omaha, it frequently happened that cars, after being unloaded at their elvtrs., were not returned to the Union Pacific, and that others were not returned within 48 hours. In those cases the Union Pacific refused to make payment for unloading these cars. The defendant in error filed a complaint with the Commission, asking for reparation. An order to that effect having been granted, they brot a joint suit for reparation.

Most of the allegations in the complaint were denied by the Union Pacific in its answer, which claimed that nothing was due, because the plaintiffs had not returned the cars within 48 hours, stipulated in the tariff on file. It also alleged that the grain had been unloaded thru plaintiff's private elvtrs., which were not operated in the exercise of any public duty, but for the purpose of private gain; that the handling of the grain was for the purpose of having it weighed, stored, inspected, cleaned, mixed or otherwise treated in the elvtr., and that the tariff allowing for elvtr. charges in their elvtr. was unlawful.

After hearing evidence showing the amount of grain elevated, for which payment had not been made, and considering the tariff and rules of the switching company, the Court directed a verdict in favor of each of the plaintiffs for the amount shown to be due them. The judgment as modified was affirmed by the Circuit Court of Appeals, 178 Fed. Rep. 230, and the railroad brot the case here. There are 40 assignments of error, but they need not be separately considered, as the case must be determined by a few controlling principals:

1. The Union Pacific's contention that payment for reparation cannot be made to the owner who stores and mixes the grain, must first be considered. The long mooted question as to whether elevation was such a part of transportation as to bring it within the jurisdiction of the Interstate

Commerce Commission was answered by the Act of June 29th, 1906 (34 Stat. L. 584,590), in which Congress declared that "the term Transportation" shall include . . .

all . . . facilities of shipment, . . . irrespective of ownership, . . . and all services in connection with the . . . elevation and transfer in transit, . . . and handling of property transported." Carriers were required "to provide and furnish such transportation upon reasonable request therefor."

The Act recognized that the shipper himself might own the elevator or other facility included within the definition of transportation. For sec. 4 (34 Stat. 590) provides that "if the owner . . . renders any service connected with such transportation or furnishes any instrumentality used therein, the charge and allowance therefore shall be no more than is just and reasonable" the Commission, being authorized to determine what was reasonable.

This Act was passed after the decision by the Commission in 1904 (10 I. C. C. 309) that the Peavey contract was valid, and after the recommendation in its report for 1905 (p. 11), that it should be given authority to determine whether the allowance paid to the owner was just. The statute must be taken as a legislative recognition of the long continued practice, and a declaration that the incidental advantage derived by the owner was not undue.

In pursuance of the authority thus expressly conferred, the Interstate Commerce Commission, in April, 1907, (12 I. C. C. 86), fixed the allowance for elevating grain at $\frac{3}{4}$ ¢ per hundred pounds, being actual cost with no allowance whatever for profit. Its final order (14 I. C. C. 315) prohibiting any payment to the owner who performed this transportation service was reversed, as being beyond the jurisdiction of the Commission, because Congress had expressly permitted such payment to be made (Interstate Commerce Commission v. Peavey—U. S.—). The language of the statute and this decision answer the Union Pacific's contention that it was unlawful to pay these companies for transportation services.

2. The Union Pacific's desire to have cars promptly unloaded so that they might be returned to its own line, may have been the principal motive which induced it to agree to pay elvtr. charges. But the consideration, moving between the carrier and the elvtr., was the service performed by the latter, in unloading grain at terminal points. This relieved the carrier of the expense of building similar structures, and avoided the delay of having the grain transferred from one car to another by the slow process of shoveling. When the service was rendered, the carrier received value for which it was bound to pay, whether performed by the owner of the grain or some other person hired for the same purpose. Having earned the compensation, the elvtr. company could not be deprived of its right, because foreign cars were not returned to the Union Pacific under the rules of the railway ass'n. of which the Union Pacific was a member, and over which the elvtr. companies had no control.

3. For elevating grain from like foreign cars, the Peavey Companies were paid because their elvtrs. happened to be located on the Union Pacific tracks. But if the rule is valid against the plaintiff, it would put it in the power of the carrier to say which elvtr. should be paid, and which not paid, for performing the same transportation service. It could load grain belonging to the plaintiff into foreign cars, and in spite of the service rendered by them to the carrier in unloading, no payment would be made, because these foreign cars, under the rule, were not returned to the Union Pacific. It is not necessary that any such improper purpose should be shown to exist. It might have existed, and if so, could not be proved by the injured party. The power to make such a discrimination would prevent the enforcement of any regulation frequently having such operation.

The carrier cannot pay one shipper for transportation service and enforce an arbitrary rule which deprives another of compensation for similar service. To receive the benefit of such work by one elvtr. without making compensation therefore would, in effect, be the involuntary payment by such elvtr. of a rebate to the railroad company, for it would enable the railroad to receive more net freight on its grain than was received from its competitor, located on the railroads tracks. This cannot be directly done, nor indirectly, by means of regulation. A rule apparently fair on its face, and reasonable in its terms, may, in fact, be unfair and unreasonable if it operates so as to give one an advantage of which another similarly situated cannot avail himself.

4. The trial court was right in holding that the railroad company must make repara-

ration by paying for the elevation of grain in those cars not returned within 48 hours, because they belonged to the switching company, or to a road which had a direct connection in a switching territory (2a), and in those which when emptied were routed so that the home road participated in the freight rate (2b).

But while elvtrs. off the tracks of the Union Pacific cannot be affected by unreasonable rules tending to deprive them of just compensation, neither can they disregard the obligation promptly to unload, so that the cars might be put into service as soon as practicable. This was conceded by the defendants in error, and they accepted the ruling that they were not entitled to recover for elevating grain out of some 200 cars, which could have been unloaded and returned in a much shorter time, but which they detained beyond the 48 hours.

Judgments affirmed.
Mr. Justice McKenna and Mr. Justice Hughes concur in the result in view of the decision in I. C. C. v. Peavey,—U. S.—.

ELEVATION ALLOWANCES.

Allowances for elevation and transfer of grain have been made as follows:

Pere M. in ICC 2745, effective Dec. 11; also rules governing transfer.

C. T. H. & S. E. in ICC No. 46; effective Dec. 15.

N. Y. C. & St. L. in ICC No. 3148 at N. Y. S. & St. L. stations; effective Dec. 9.

Sou. Ry. in ICC No. C1461, at Louisville, Ky., and New Albany, Ind.; effective Dec. 7.

P. R. R. in ICC No. G03453, by the Girard Point Storage Co., at Philadelphia; effective Dec. 11.

Reparation Allowed for Grain Doors.

Reparation for the expense incurred by shippers in equipping cars for grain shipment with grain doors has recently been ordered by the Interstate Commerce Commission in the following cases: B. L. Brown, Temple, Okla., \$13.20 on 11 cars of corn shipped from Temple, Okla., to Galveston, Texarkana and Fort Worth, Tex., between Sept. 29 and Oct. 24, 1908, by the C. R. I. & P.

Western Grain Co., \$12 on 10 cars of grain shipped from Oologah and Claremont, Okla., to Fort Smith, Ark., Oct. 14 and Nov. 14, 1909, by St. L. I. M. & S.

E. A. Brown, White, S. D., \$7.20 on cars of barley and wheat shipped from White, S. D., to Minneapolis, Minn., and Chicago, Ill., during September, 1908, by C. R. I. & P.

A. J. McKenzie, \$9.60 on cars of wheat shipped from Levant, Kan., to Kansas City, Mo., August, 1908, by C. R. I. & P.

H. W. Cole, Oklahoma City, Okla., \$3.60 for attaching grain doors on three cars of wheat shipped from Ingersoll, Okla., to Galveston, Tex., July 10 and 13, 1908, by C. R. I. & P.

INDIANA GRAIN DEALERS' and Millers' Meeting.

A joint midwinter meeting of the Indiana Grain Dealers Ass'n and the Indiana Millers' Ass'n will be held in the Board of Trade, Indianapolis, Ind., Tuesday, Jan. 16, 1912. A night session will be held with pleasing entertainment. An interesting and profitable joint program has been arranged to make it worth while for every dealer and miller to attend. Reserve this date.—Indiana Grain Dealers Ass'n, Chas. B. Riley, sec'y.

Should I go back into the grain business I would not be without the Grain Dealers Journal.—F. A. Nickel, former agt. Golden West Grain Co., Merrill, Ia.

MARKETS FOR SAMPLE Grain on Track.

Very heavy arrivals of wheat at the Minneapolis and Winnipeg markets with a pressure of hedging sales against the May delivery have been the features of the cash wheat market during the past two weeks.

At Minneapolis Dec. 9, No. 3 spring wheat sold at an average price of 93½¢ delivered, a discount of 10 cents under the May delivery, about ½ cent more than the discount two weeks ago, when No. 3 was selling at 97¢ to \$1.00.

At Chicago cash wheat has been stronger relatively to futures, No. 2 hard winter maintaining a fractional gain over the May, while the No. 2 red winter has diminished its discount to about 2½ cents. The interest in December delivery still persists in bidding nearly 2 cents over the in-store lots for the new arrivals of No. 2 red on track, going so far as to advertise in the daily papers various bargain prices for No. 2 red in various elevators.

At Kansas City No. 2 hard winter sold Dec. 2, at 96¢ to \$1.02; compared with 99½¢ to \$1.06, Nov. 25, showing a decline of about 4 cents against a slightly less decline in the May delivery. The cash wheat at Kansas City is very strong compared to both the May and July futures, local and outside millers being in the market.

At Toledo, Dec. 9, cash wheat closed at 95¼¢ or 4¼¢ under May; against a discount of 5 cents, Nov. 25, at 97¼¢.

Durum wheat at Duluth has not declined so much as ordinary spring, the close for No. 2 on track being 94¢, Dec. 9, against 96½¢ Nov. 25. While May flaxseed is about 2 cents lower than two weeks ago the cash seed is a cent higher, under diminishing arrivals. Flaxseed on track closed Dec. 9, at \$2.02½.

Seaboard markets for wheat continue relatively low, Baltimore quoting No. 2 red western at 86¼¢ Dec. 9, but the decline has been slower than at western points, and this readjustment promises to continue as wheat gets to an export basis.

Corn at Kansas City is selling Dec. 9, at 58½¢ to 59¢ for No. 4 yellow, or an increased discount under May delivery instead of the premium prevailing last month.

Corn at Chicago also is down 5 to 8 cents for No. 4 yellow, altho the May is down only two cents compared with two weeks ago. The best No. 4 yellow sold two weeks ago at 68¢, and the poorer line grade Dec. 9, sold around 56 cents.

Steamer mixed corn closed at 63 cents at Baltimore, Dec. 9, against 69 cents, Nov. 25. The March delivery closed Dec.

9, at 66¼¢ against 68¾¢ two weeks ago. Minneapolis, which was high spot on the map for corn a few weeks ago also has joined in the depression for the cash article. Four weeks ago Minneapolis quoted No. 4 corn delivered at 69¢ to 74 cents. Dec. 2, this had dropped to 54¢ and 57¢, and Dec. 9, the price was 52¢ to 56¢.

The Journal is O. K. and well worth the price.—T. J. Brennen, Hastings, Neb.

Construction of good roads by convict labor was urged by speakers in attendance at the 8th annual convention of the American Road Builders' Ass'n and National Good Roads Congress at Rochester, N. Y., Nov. 15.

Under the food and drugs act the Federal Government during the past year prosecuted 683 cases of violation of the law. Seizures of adulterated and misbranded foods were recommended in 337 cases; and 275 shipments of adulterated foods were condemned and forfeited by the courts.

Negotiations are said to be under way for a \$10,000,000 merger of independent starch and glucose manufacturing companies that control about 30 per cent of the business. Among them are: Piel Bros of Indianapolis, Ind.; Union Starch Co., Edinburg, Mo.; Douglas & Co. of Cedar Rapids, Hubinger Bros. of Keokuk and the Clinton Sugar Refining Co., Clinton, Ia. The proposed merger does not include the largest independent companies such as the American Maize Products Co. of Roby, Ind., or The Michigan Starch Co. of Traverse City, the Firmenich Co. of Chicago and the Staley Refining Co. of Decatur, Ill. The chief promoter of the proposed combination is H. A. Vories formerly with the National Biscuit Co.

The most promising source of potash at present is found in the large areas of kelp groves or sea algae lying along the Pacific coast, growing wherever there is a rocky bottom and a rapid tideway, or beyond the surf line, at depths of from 6 to 10 fathoms. During the past summer our people have mapped about 100 square miles of kelp groves in different localities from Puget Sound to Point Loma. A conservative estimate shows that the kelp which could be gathered from the 100 square miles already surveyed, and without detriment to the permanence of the groves, should yield 1,000,000 tons of chloride of potash annually, worth at least \$35,000,000, or about thrice the value of the present importations of potash salts from Germany.—Sec'y of Agriculture James Wilson.

FARMERS' PENALTY CLAUSE Declared Unlawful by Court.

Judge Hobson in the District Court at Decorah, Ia., Dec. 6, decided that farmers co-operative companies can not enforce the penalty clause.

A by-law of the Decorah Farmers Co-operative Society organized in 1908 requires all members of the company selling hogs or produce to any other individual or company to pay into the treasury of the company 5 cents per 100 lbs. The effect was that anyone buying from the stockholders was compelled to pay 5 to 10 cents per hundred more than the farmers company.

The company went into the open market and bid for hogs from owners who were not members of the society. Henry Reeves, a buyer, complained that it was a combination in restraint of trade, and Judge Hobson has perpetually enjoined the society from conducting business in this manner. Judge Hobson said:

Two questions are before me for consideration. The first, are the acts of the defendant unlawful, and, secondly, should an injunction issue to restrain such acts if found to be unlawful?

It seems that the acts complained of and all of which are disclosed by the record are within the provisions of Chapter 225, Acts of the 33d General Assembly of Iowa, and particularly the following provision of said chapter, viz.: "or to do or permit to be done by his or their authority any act or thing whereby the free action of competition in the buying or selling of any article or commodity of commerce is restrained or prevented."

I therefore conclude that the acts of the defendant are unlawful, insofar as they attempt to use its members as a means of compelling plaintiff to contribute to the expense of managing its business as a condition upon which such members may sell stock to him and in the nature of a conspiracy well calculated to prevent the free action of competition in the buying by Reeves and the selling by the owners of hogs and in the restraint of trade and well calculated to inflict irreparable injury upon him.

As to the remedy, paragraph 619, Vol. 6, page 1042 of Pomeroy's Equity Jurisprudence, 1905 edition, provides: "Where act enjoined is a crime. * * It is often offered as an objection to an injunction that the general principle of equity, that where there is ground for equitable interference, and where an irreparable injury is threatened to property, the fact that the act is also a crime is no reason for refusing an injunction. But equity has no criminal jurisdiction and will never enjoin a combination to commit a crime simply for the purpose of preventing a crime." Vol. 5, page 791, edition of 1905, of Pomeroy's Equity Jurisprudence, paragraph 476, states: "Criminal acts in general." "A Court of equity is in no sense a court of criminal jurisdiction. Its primary province is the protection of property rights. Hence an injunction will not be granted to restrain an act merely criminal, where no property right is directly endangered thereby. Thus an act morally wrong, such as gambling, will not be enjoined as the suit of the individual, nor will a violation of a Sunday law nor a violation of a statute, where no property rights are involved. But where property rights are endangered, the fact that the acts are criminal will not prevent this court from exercising its jurisdiction."

Ole Ellingson, manager and treasurer, A. T. Holton, president, and Ed. Sellman, secretary, of said corporation, and each of them, their agents, servants, officers, directors and employees, be and the same are hereby perpetually restrained and enjoined from exacting, collecting or receiving or in any manner accepting any sum or amount whatever from any bid made by any competitor upon the general market at Decorah, Iowa, and vicinity, as an inducement or condition upon which said sellers shall or may sell or dispose of live stock to plaintiff, his servants, agents or employees, and that plaintiff have judgment against defendant for costs.

The U. S. Dept. of Agriculture added 224 to the number of its employees and officers during the past year, as reported by Sec'y Wilson, the total now standing at 12,704, not including temporary employees.

DAILY CLOSING PRICES.

The closing prices of wheat and corn for December delivery at the following markets, during the past two weeks has been as follows:

DECEMBER WHEAT.											
	Nov. 25	Nov. 27	Nov. 28	Nov. 29	Dec. 1	Dec. 2	Dec. 4	Dec. 5	Dec. 6	Dec. 7	Dec. 9
Chicago	95½	94½	93½	93½	93½	95½	94½	93½	93½	93	93¼
Minneapolis	103½	102½	100½	101	101½	102½	102½	100½	99½	99	98¾
Duluth	102½	101½	99½	100	100½	102	101½	99½	99½	98¾	99½
St. Louis	95¼	94¼	93½	94¼	94¾	95½	95¾	94¼	94	93¾	93½
Kansas City	98¾	97½	96¾	97½	97½	98½	97¾	95½	95¼	95¼	95
Toledo	97¾	97	95¾	96¼	96¾	98	97¼	96	95¾	95½	95¾
New York	99½	98½	97½	97	96¾	97¾	97¼	95½	95	95	95¾
Baltimore	94½	93½	92¼	92½	92½	93¼	93	92	91¾	91¼	91½
Winnipeg	96½	95½	94½	95½	96	96¼	95¼	94¼	94¾	94	94¾
Liverpool	104½	104½	104¼	104½	104	104½	104¾	104½	104½	104½	105½
†Budapest	131¼	131½	130¾	130¾	130¾	131	131	130¾	131	131½	130¾

DECEMBER CORN.											
	Nov. 25	Nov. 27	Nov. 28	Nov. 29	Dec. 1	Dec. 2	Dec. 4	Dec. 5	Dec. 6	Dec. 7	Dec. 9
Chicago	63½	62½	62½	63	63½	63½	62¾	61¼	61½	61½	61¼
*Baltimore	67½	67	66½	67½	67½	67½	66¾	66½	66½	66	66½
*Kansas City	63½	63½	63½	63½	64¾	64	63¼	62¼	62¾	63	62¾
*Liverpool	76¾	76¾	76	76	76¾	77	76½	76½	76	76½	76¾

†April Delivery. *January Delivery.

A PETITION.

These are the gifts I ask of thee, Spirit serene,—

Strength for the daily task;
Courage to face the road;
Good cheer to help me bear the traveler's load;
And for the hours of rest that come between,

An inward joy in all things heard and seen.

These are the sins I fain would have thee take away,—

Malice and cold disdain;
Hot anger, sullen hate;
Scorn of the lowly, envy of the great;
And discontent that casts a shadow gray
On all the brightness of a common day.

—Henry Van Dyke.

Asked— Answered

[Readers who fall to find information desired on any subject of interest to grain dealers should send us their query for free publication here. The experience of your brother dealers is worth consulting. Replies to queries are solicited.]

ARE THE INSPECTORS TO BLAME?

Grain Dealers Journal: Our experience has been that the Chicago buyers do not appreciate care in cleaning and grading by country grain shippers. We now ship our clean, high grade grain to New York where our work and care is rewarded, and favor Chicago with our dirty, off-grade stuff.—Morris Grain Co.

ELEVATION ALLOWANCE $\frac{3}{4}$ c PER HUNDRED.

Grain Dealers Journal: I have your issue of the 25th ulto. and have read the decision of the Supreme Court published on page No. 772. The said decision refers to an allowance of $\frac{3}{4}$ c per cwt. whereas your comment on it, page No. 771, says $\frac{3}{4}$ c per bushel. The latter is the amount I understood as having been allowed to the Peavy Elevator Co. Which is correct, viz., $\frac{3}{4}$ c per cwt. or $\frac{3}{4}$ c per bushel. Yours truly, R. S. McCague, Pittsburg, Pa.

Ans.: The elevation allowance is per hundredweight.

LIABILITY FOR LOSS IN TRANS- FER.

Grain Dealers Journal: In reply to Otto A. Zimmermann of Minneapolis, Minn., asking in the last number of the Journal whether a switching road transferring cars from one house to another in the same market is liable for loss of grain in transit I would say that the United States Commerce Court on Nov. 14 gave a decision in the case of the government to compel the Chicago Junction Ry. to file tariffs with the Interstate Commerce Commission as a common carrier, holding that this line is a common carrier. The court referred to the following decision of the Supreme Court of Kansas, in *M. P. Ry. v. Grocery Co.* 55 Kan. 525 "A railroad company transporting a carload of freight one mile, using a switching engine for motive power, is just as much a common carrier as if the distance were a thousand miles by regular freight train. The fact that compensation for this serv-

ice was paid by the S. L. & S. F. R. R. Co., while it might render that company also responsible, could not relieve defendant company from its liability as a common carrier."—S. R. M.

HOW TO KEEP DEMURRAGE RECORDS.

Grain Dealers Journal: What is the best method of keeping demurrage records?

Can we take credit of time on a car that is unloaded previous to the allotted time of 48 hours, as against overtime on a car?—H. Cook & Co., Dillsburg, Pa.

CHANGES IN RATES; AN ERROR (?)

Grain Dealers Journal: Answering your inquiry as to whether we read the changes in grain rates will say that we have always been interested in these and peruse them closely. Will you pardon us for suggesting that you quote the railroad tariff number rather than the Interstate Commerce Commission number as a reference.

In your issue of Nov. 25th the last paragraph in your Changes of Rates quotes the Missouri Pacific as making a rate effective Dec. 9th between St. Louis, Corondelet and Kansas City, Mo., and other points in Kansas and Missouri, wheat 13c, corn 12c. We are unable to locate this tariff. Can you give us the reference?—The Kemper Grain Co., Kansas City, Mo.

Grain Dealers Journal: The rates referred to, being 13 cents on wheat and 12 cents on corn between St. Louis, Corondelet, and Kansas City, Mo., and other points in Kansas and Missouri, effective Dec. 9 are named in Supplement No. 14 to Missouri Pacific I. C. C. No. A-1403.—John M. Jones, chief of tariff division, Interstate Commerce Commission, Washington, D. C.

We are unable to reconcile the foregoing statement by the chief of the tariff division with the denials by the Missouri Pacific officials at Chicago that such rate was filed. Apparently they are trying to keep secret the reduced rate.—Ed.

MUST GRAIN BE SHIPPED WITH- IN LIFE OF CONTRACT?

Grain Dealers Journal: Some time ago I saw a query from an Oklahoma dealer, asking for light on the time within which seller of grain was to load shipments, in order to comply with contract to ship in 10 days. I did not pay much attention to the details of the matter at the time, but now have got into a dispute with a northern corn shipper, which makes it seem of more than usual importance.

I bought corn for 20 days' shipment, and it did not pass seller's station until a week after time had expired, so I held he had not shipped it within life of contract. The sale was made by wire and seller now seeks to justify his delay by pointing to the following clause in his confirmation: "The date of shipment from point where cars are loaded shall govern the time limit of shipment." I had not noticed this until he called my attention to it, but it does not seem right. His different communications lead me to believe that the corn would leave his station within 20 days. Any light on this subject from other dealers, who have had experience in this same matter will be most welcome.—B. R. F.

Ans.: It does not matter what is stated in the seller's confirmation, unless the buyer signs copy of it, or agrees to its

terms and specifications. The contract was made when buyer and seller agreed to the same thing by telegraph. Any amendment of the terms of the contract made by wire, which is contrary to custom practice, or the understanding of the two parties to the contract, is null and void and cannot be maintained.

Grain which is billed to seller's station from some distant point, even tho it be Sitka, does not constitute shipment to buyer's station in Texas, and unless it is diverted from seller's point within the life of the contract, it cannot be made to apply on the contract.—Ed.

HOW TO RECOVER FOR GRAIN DOORS?

Grain Dealers Journal: During the summer I had to ship quite a number of cars of grain and notified the station agent here at different times to get me some grain doors, which he failed to do, and in those cases I had to furnish lumber for doors.

Later I sent a claim to the railroad company for material furnished, but the company has declined to pay it, alleging it has no legal right to pay for doors.

I noticed in the Journal some time ago that a shipper whose claim for doors had been refused by the railroad company referred it to the Interstate Commerce Commission, which compelled payment. What are the steps to be taken to file such a claim?—Geo. W. Adams, Bryant, Ind.

Grain Dealers Journal: This company furnishes grain doors for bulk freight requiring their use, not to exceed four doors in one car; we have a tariff providing for the furnishing of doors. We do not supply material nor pay for same to be used in lieu of grain doors, and our tariff so provides.—E. C. Leavenworth, G. F. A., Grand Rapids & Indiana Ry. Co., Grand Rapids, Mich.

Ans.: In the absence of a tariff permitting the railroad company to pay for doors it is necessary for the shipper who desires to be reimbursed for this expense to file his claim with the Interstate Commerce Commission, which can authorize reparation.

HOW TO RECOVER SHORTAGES.

Grain Dealers Journal: We note in the issue of Nov. 10, page 694, the answer to the question in reference to the outcome of suits filed to collect for shortages on grain shipments.

We are having trouble with some of the lines. Some roads are refusing to pay claims even when we have official Board of Trade and Chamber of Commerce weight at both ends. We have some claims on grain bought in Chicago and St. Louis and unloaded at Cincinnati which they have refused to pay. How should we handle these claims?—Early & Daniel Co., Cincinnati, O.

Ans.: It is our understanding that the common law requires the delivery of every ounce received, and some of the states have specific statutes requiring the delivery of all grain received at initial point.

The Illinois Statute, which went into effect July 1, 1871, provides as follows:

WEIGHING IN RECEIPT. And at the same time such grain is received by it for transportation, such corporation shall carefully and correctly weigh the same, and issue to the shipper thereof a receipt or bill of lading for such grain, in which shall be stated the true and correct weight.

And said corporation shall weigh out and deliver to such shipper, his consignee or other person entitled to receive the same, at the place of delivery, the full amount of

such grain, without any deduction for leakage, shrinkage or other loss in the quantity of the same.

DAMAGES. In default of such delivery the corporation so failing to deliver the full amount of such grain shall pay to the person entitled thereto the full market value of any such grain not delivered at the time and place when and where the same should have been delivered.

Of course, the one thing essential is dependable evidence regarding weight of the grain at initial point and at destination. If the proof of the weights is unquestioned, then damages are as good as secured.

WHAT IS THE POPCORN SITUATION?

Grain Dealers Journal: What is the popcorn situation this year? Iowa shipping points for the past two months have been over 200 per cent higher than last year. Is there any way of obtaining statistics on this grain?—Bradshaw Co., New York, N. Y.

SHRINKAGE ON NEW OATS AND GRAIN IN BINS.

Grain Dealers Journal: We would like to know where to secure information regarding the prevailing customs as to shortage on oats in carlots—that is, the percentage of shrinkage for new oats and also the percentage on grain that has remained in the bins for a few months.—Produce Reporter Co.

WHO WON OATS PRIZE AT NEW YORK SHOW?

Grain Dealers Journal: Some time ago I read an announcement that a \$1,000 cup would be given as a prize for the best sample of oats at the American Land & Irrigation Exposition. I sent in a sample of oats but have never heard who got the prize nor what was done with my exhibit. Who got the prize?—J. E. Armstrong, Scottsbluff, Neb.

MIRACLE WHEAT AGAIN?

Grain Dealers Journal: In the Journal of Oct. 10 we note a comment on Pastor Russell and Miracle Wheat. Can the Journal give us anything more definite on this grain, or tell us where we might get further information?—Boor & Davis, Mannington, W. Va.

Ans.: Miracle wheat was first exploited a few years ago by F. Olney McCormick of Philadelphia, who duped some western grain men into investing rather heavily. The crop which the promoters used as the basis of the fake was grown in Virginia. James Wilson, sec'y of the U. S. Dept. of Agriculture, in a letter to the Journal published at the time declared the grain of no special value.

Can not get along without the Journal. Even tho we have a poor crop in our locality, we like to keep posted on other places and I know of no better way than getting the Journal. It is surely an *alright* grain paper.—H. C. Rice, mgr. Farmers Elvtr. Co., Bryant, S. D.

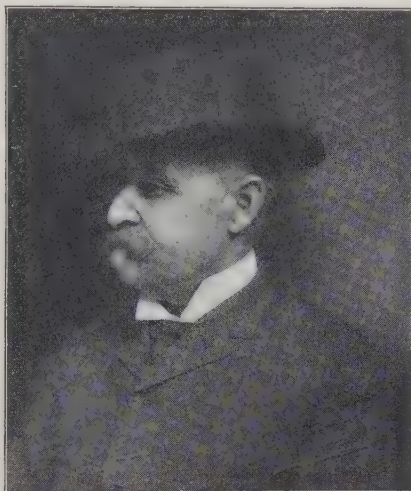
The wheat trade would like to know what became of 13,309 mills. The census of 1900 gave the number in the United States as 25,000. In taking the census in 1909 the enumerators found only 11,691 compared with 10,051 in 1904, that produced 105,756,645 bbls. of wheat flour in 1909 and 104,013,278 bbls. in 1904.

DEATH OF BYRD DOUGLAS, Nashville.

Byrd Douglas, who has been identified with the grain trade of Nashville, Tenn., for nearly forty years, is dead. The Grain Exchange of that city has lost its first and only president and the city has lost a popular business man who was highly esteemed by a host of friends and acquaintances.

Mr. Douglas had suffered with heart trouble, but death was caused by the rupture of a blood vessel, while coughing on the morning of Dec. 3.

In 1874 Mr. Douglas entered the grain and storage business in partnership with his father and brother under the firm name of Douglas Bros., which firm continued in business until the death of his



Byrd Douglas, Deceased.
Nashville, Tenn.

father in 1902. At this time the late Bruce Douglas retired from the firm, and the name was changed to Byrd Douglas & Co. When his large storage house was destroyed by fire, he retired from the grain business, but remained active in several financial concerns in which he was interested.

During the forty years in which Mr. Douglas was engaged in the grain business he was eminently successful, and to his efforts is due much of the progress of the Nashville Grain Exchange. As a mark of the esteem in which he was held by all grain dealers with whom he was associated, the following resolution was adopted by the Exchange:

IN MEMORY OF MR. BYRD DOUGLAS.

In the death of our honored and beloved president, Mr. Byrd Douglas, which occurred Sunday, Dec. 3, 1911, the Grain Exchange of Nashville has sustained an irreparable loss.

Identified with the grain trade of Nashville for many years, and holding the position of president continuously since our organization in 1902, Mr. Douglas has impressed each member of our Exchange with his sterling, manly characteristics. Always considerate, courteous and thoughtful; always studiously fair to others, counseling peace and a broad Christian brotherhood, he has indeed proven his right to the lofty title of peace-maker.

He was a Christian gentleman of rare excellence, ripe in wisdom, strong and courageous, he has devotedly guided our organization through storm and sunshine, through prosperity and adversity, demonstrating at all times the unselfish nobility of his character, and winning to himself the confidence and friendship, the esteem

and love of each member of our Exchange.

Showing always an unselfish devotion to right, his character stands as an inspiration to each of us toward a nobler and higher usefulness, and emulation of that exalted manhood he lived; ready with help to those in sore need, quietly, yet daily, teaching by precept and example a larger, higher life.

In his death we each feel that we suffer a personal loss. We therefore mingle our grief with those who have been the recipients of his many beneficences of heart and life. We are bowed with grief because of the loss of a friend upon whom we had learned to lean with confidence when in trouble; a friend whom we had grown to cherish with great love.

We would lay this tribute of appreciation as flowers upon his bier—fadeless flowers, whose fragrance shall linger with us a hallowed memory of our departed friend and leader. And we would each admonish our fellows to cherish and keep these memories of him, and to strive to live worthy of his noble example.

We would express to his family our profound sympathy in this dark hour of their grief, and pray for them and those who mourn with us, that consolation which can come only from the Father of all Mercies.

H. H. HUGHES,
F. E. GILLETTE,
C. E. ROSE,
Committee.

A MOVE IN THE RIGHT DIRECTION.

Responding to a call issued by Mr. H. Stauffacher, Chief Grain Inspector of Oklahoma, a meeting of Deputy Grain Inspectors of the State was held in the office of C. F. Prouty, Secy' Oklahoma Grain Dealers Assn., in Oklahoma City, Dec. 2, 1911.

The purpose of this gathering was to attain a thoro understanding of the grading of grains and an exchange of ideas with reference to bringing about a greater uniformity in inspection.

About fifteen deputies were present from over the State, with very few exceptions total strangers to each other and notwithstanding this, their classification of the various samples of grain prepared for this occasion, was most gratifying in its thoroughness and its uniformity.

We consider this a move in the right direction and believe that Mr. Stauffacher should receive the commendation of Mill and Grain Interests of Oklahoma for his untiring efforts in trying to build up the department of which he is the head.

PAYMENT FOR GRAIN DOORS.

Rules governing the payment for grain door expenses have recently been made as follows:

Pere M. in ICC 2743; effective Dec. 10. Sou. Ry. in ICC No. C1461, at Louisville, Ky., and New Albany, Ind.; effective Dec. 7.

Int. & G. N. in Sup I to ICC No. 520 will cancel rules governing payment to shippers for repairs made to cars loaded with grain; no rates in effect, after Dec. 14.

Too many men in public office are over-trained as lawyers and politicians and under-trained as business men.

Five cargoes of California barley sold and shipped to England via Cape Horn have been resold to come back to the United States. The cost of reshipping from England to this country without breaking cargo is slight and no duty will have to be paid.

Crop Reports

Reports on the acreage, condition and yield of grain and field seeds, as well as on the movement to country markets, are always welcome.

CANADA.

Winnipeg, Man., Nov. 27.—Wheat in Manitoba, Saskatchewan and Alberta, inspected prior to Nov. 7, in transit not inspected (3,500 cars), and in store at country points, 67,905,000 bus.; for seed and feed, 24,000,000 bus.; in farmers' hands to market, 86,353,000 bus. Wheat No. 4 and under, 60%. Oats inspected prior to Nov. 7, 7,489,800 bus.; barley, 2,688,000; flaxseed, 667,000 bus.—Frank O. Fowler, sec'y Northwest Grain Dealers Ass'n.

Ottawa, Ont.—Area sown to fall wheat this season in Ontario, 797,200 acres; in Alberta, 300,700 acres. This is 2.97% less than last year. Thruout the provinces of Manitoba, Saskatchewan and Alberta frost set in unusually early and rendered impossible the usual amount of fall plowing. Correspondents report hundreds of cases where no fall plowing had been done and the early advent of winter will prevent plowing until spring. In numerous instances threshing had not been accomplished by Nov. 1 and the grain was then out in stook. Correspondents in the southern part of Manitoba mention fine crops of fodder corn; one said it grew nine ft. high. One at Brandt, Selkirk, Man., says that "fodder corn and alfalfa growing is just in its infancy. I saw some fodder corn in this township that would compare for size with corn grown in the Missouri Valley. Manitoba will soon be growing corn."—Archibald Blue, chief of census and statistics, Dept. of Agri.

ILLINOIS.

Dixon, Ill., Nov. 29.—Corn, 60 bus., good quality. No old corn, but much of the oat crop back. Little corn moving.—Geo. D. Laing.

Franklin Grove, Ill., Nov. 28.—Corn, 60 bus., fair quality. All old corn, 50 per cent of the oats and all wheat in. No grain moving.—H. W. Dysart.

Rochelle, Ill., Nov. 29.—Corn, 25 to 75 bus., 55 bus. average, fair quality. No old corn but 50 per cent of the oats back. Corn moving.—P. R. Diederich.

Ashton, Ill., Nov. 28.—Corn averaging 75 bus., good quality. No old corn and 75 per cent oats back. Grain has just started to move.—R. W. Jeter, L. J. & R. W. Jeter.

Franklin Grove, Ill., Nov. 28.—Corn, 60 bus., good quality. No old corn but 75 per cent of the oats back. No grain moving.—L. A. Seelman, Mgr. Farmers Eltr. Co.

Sinclair, Ill., Dec. 8.—No new corn shipped from this place yet this season. Our corn is poor in quality and only fair in quantity. Wheat and oats practically all gone.—T. U. Fox.

Tinley Park, Ill., Nov. 25.—We have the biggest and best crop of corn in years; yield will average over 60 bus. to the acre, and quality fine. A big movement of corn will begin in about a week if this weather continues.—Henry Brueggemann.

Ashton, Ill., Nov. 28.—Corn averaging 55 bus., good quality, but damp. Oats crop better than last year. No old corn but 60 per cent of the oats back. Wheat acreage increasing. Grain moving freely.—A. C. Baker, Prop., Iron Clad Eltr. Co.

INDIANA.

Angola, Ind., Nov. 28.—Very little grain moving at present on account of poor roads. Growing wheat looks good, acreage same as usual.—G. A. Smith.

Gessie, Ind., Nov. 27.—Corn is making 30 to 60 bus. per acre, quality good for this year. Many farmers cribbing for better prices. Old corn gone; one-third of the oats crop to go on the market later.—W. S. Lasley & Son.

Angola, Ind., Nov. 28.—Wheat is about 75 per cent of a crop, good quality; oats a good average crop, yield 40 bus.; 40 per cent of the wheat and 50 per cent of the oats in farmers' hands. Scarcely any rye is back.—F. W. Sheldon.

Indianapolis, Ind.—Most of the corn has graded "sample," 21 per cent to 24 per cent moisture; part of it No. 4 and occasionally No. 3. Considering weather, movement has been good. Receipts in Indianapolis have been heavier than in any other market except Chicago.—F. M. Montgomery.

Frankfort, Ind., Nov. 22.—Corn in this section is beginning to move freely, owing to the prices offered; some wheat and oats moving also.—Cecil Cohee, Avery Eltr.

Monroeville, Ind., Nov. 25.—Corn crop is good, very little damaged corn. Farmers are free sellers. Oats will average 50 bus., good quality, about 50 per cent of the oats and 66 2-3 per cent of the wheat still in farmers' hands.—Geo. Knecht, mgr. Niezer & Co.

Monroeville, Ind., Dec. 1.—Growing wheat looks well for this time of the year and a very large acreage was sown. We think farmers in this vicinity have not got out more than half their corn. Weather has been very bad since corn has been in condition to gather.—Ahr & Singer.

Anderson, Ind., Nov. 27.—Only about half the usual corn crop, drought did the damage. It is now too wet, farmers cannot get into fields. We have to go begging for hay and are offering big prices too. Quite a lot of wheat in farmers' hands.—B. O. Barnes, Mgr., Union Grain & Coal Co.

Indianapolis, Ind., Dec. 7.—Reports from winter wheat show conditions rather unfavorable; the late sown, which is the larger part of the crop, suffered from recent freezes and looks bad, in some fields little or no top growth is seen. Late sown wheat, the bleached yellow, looks well generally. Acreage in this state is smaller than last year.—F.

IOWA.

Woden, Ia., Dec. 4.—Crops are very poor here this year.—C. A. Lawler.

Central City, Ia., Nov. 25.—Corn 50 bus., fine quality. Very little old corn and oats back. No grain moving.—Hatch & Brockman.

Cedar Rapids, Ia., Nov. 25.—Good crop of corn, but very sappy. Moisture tester working overtime.—D. W. Gifford, Cedar Rapids Grain Co.

Grinnell, Ia., Nov. 24.—Corn fair crop; oats and wheat half crops. Not much old corn back, but 25 per cent oats. No grain moving.—F. C. Wilson.

North Liberty, Ia., Nov. 25.—Corn 47 bus., good quality. No old corn but 40 per cent of the oats back. Grain movement slow.—North Liberty Eltr. Co.

Merrill, Ia., Dec. 4.—Much new corn coming in, most of it grades No. 4 and no grade. A little wheat moving, but no oats. F. A. Nickel, former agt. Golden West Grain Co.

Hayfield, Ia., Nov. 21.—Oat crop about half compared with last year; corn crop nearly as good as last year in this section, quality good and should grade No. 3.—Ed Cashman.

Webster City, Ia., Dec. 8.—Everywhere in Hamilton, Wright and Humboldt Counties there is a bumper crop of corn. Picking is going on every day with fine weather assisting.—L. A. R.

Oxford, Ia., Nov. 24.—Corn 40 to 80 bus., average 60 bus., good quality, shucking about finished. No old corn, but 30 per cent of the oats back. Slow movement of grain.—E. D. Jones.

Colfax, Ia., Nov. 23.—Corn 35 bus., fair quality, green yet. No old corn, but 75 per cent of the oats back. Average wheat acreage sown. No grain moving.—R. F. Agar, Agt. Dennison & Partridge.

Cedar Rapids, Ia., Nov. 25.—Corn, 110 per cent of a crop, good quality. No old corn, but 50 per cent of the oats back. Very little wheat raised, quality good. Grain moving slowly.—Jackson Grain Co.

Gilman, Ia., Nov. 24.—Corn 20 to 70 bus., 50 bus. average, good quality; oats 30 bus., fair quality. No old corn, but 70 per cent of the oats back and 4 cars of wheat. Wheat acreage doubled. No grain moving.—G. L. Clark, Mgr. Farmers Eltr. Co.

Grinnell, Ia., Nov. 24.—Corn 40 bus., good quality. Will ship corn for first time in many years. Oats 30 bus. No old corn, but 40 per cent of the oats back. Very little grain moving.—M. O. Hocum, mgr. Farmers Eltr. Co.

Des Moines, Ia., Dec. 4.—The country dealer is asking the farmer not to deliver corn as he can not take it as No. 3 and the farmer does not want to stand the discount. Corn in the country dealer's elvtr. will be held until later in the month when it is hoped it will grade or that the market will rally on the four grade. Very little corn is being loaded at present that will reach Chicago markets. Corn sold for December shipment will be held back until the weather is more suitable for grading. Such corn as is being loaded now is sold largely as cool and sweet and will go to industries. The weather today will not dry the corn out.—B. A. Lockwood Grain Co.

KANSAS.

Belvue, Kan., Nov. 16.—Corn is making an excellent yield in this section, from 40 to 60 bus. per acre, and is moving freely.—R.

Preston, Kan., Nov. 24.—Some corn moving. Average yield 15 to 20 bus., not large acreage.—J. Fletcher, Preston Grain, L. S. & Mer. Co.

Preston, Kan., Nov. 10.—Wheat looks fine. Not much old wheat back, about 15 cars. Corn is making about 15 bus.—J. Fletcher, Preston Grain, L. S. & Mer. Co.

Colby, Kan., Nov. 14.—Crops were a complete failure this year. A larger acreage of wheat was seeded this fall than ever before. Ground in excellent condition.—R. C. M. of Maynes Bros.

Burton, Kan., Dec. 5.—Wheat that was put in the ground early looks very good. Late wheat was damaged by the high wind we had here Nov. 27-28, too early to estimate amount of damage. Acreage is larger than last year.—M. G. Heald.

Sabetha, Kan., Nov. 10.—Crop reports from grain dealers present at the recent local meeting of the Kan. G. D. Ass'n placed the corn yield in northeastern Kansas at about 28 bus. per acre and 15% of the wheat back.—F. A. Derby, The Derby Grain Co.

Topeka, Kan. Dec. 5.—This year's wheat crop in Kansas, including 104,762 bus. of spring wheat, is 50,809,435 bus., the smallest production since 1899 and 10,000,000 bus. below the 20-year average and 10,000,000 bus. less than last year. Assessors' returns show 7,303,346 acres of winter wheat sown in the fall of 1910, of which 4,571,708 acres were harvested, resulting in the yield stated. Spring wheat, the principal acreage of which was as usual in the five northwestern counties, was practically a failure. Indications promise about the same acreage sown to wheat this fall as last with increased sowings in the eastern counties and less in the western. General condition for the state is 87% or 1 1/4 points above its condition a year ago. The Kansas corn crop is 105,000,000 bus. or about 47,000,000 bus. below the annual average for the 20 years ended with 1910 and more than 47,000,000 less than last year's crop. Kansas has had smaller yields recorded in only four years since 1881. With the largest acreage Kansas ever sowed to oats, 2,149,506 acres, they threshed out 32,052,145 bus. or 22,000,000 bus. less than last year's crop. The acreage sown to kafir corn, 919,046 acres, was 48% greater than last year and by far the largest acreage yet recorded in this state. Its dry weather resisting properties are shown in its yield of 2,561,415 tons. This year only 55,963 acres were planted in broom corn, the low prices for the big crop of last year appear to have reacted on the industry.—F. D. Coburn, sec'y of Agri.

KENTUCKY.

The Kentucky report for December makes the condition of wheat 94% against 90% last December and 92% in July; rye, 93%. Yield of corn per acre, 25 bus. against 27 last year.

MICHIGAN.

Lansing, Mich., Dec. 7.—Condition of wheat compared with an average is 86% against 96% a year ago. Farmers marketed 358,963 bus. of wheat in November and have an estimated total of 8,144,000 bus. yet to market; 6,000,000 bus. were marketed in the four months prior to Dec. 1. Condition of rye is 88% compared with 96% a year ago.—Frederick C. Martindale, sec'y of state.

MINNESOTA.

Morton, Minn., Nov. 21.—We estimate that about 70% of the 1911 crop has been marketed of all grains except corn, and believe that about as much of the 1910 crop is now in farmers' hands as of the 1911. We had a poor crop.—W. H. Castle, mgr. Morton Merchant Mfg. Co.

Orleans, Minn., Dec. 2.—Threshing is all finished around here. The last machine pulled in Nov. 28 and the last work was cold with grain a little icy. Wheat yielded 22 bus. per acre; oats, 30 to 50; barley poor, 22 to 35 and very light; flax, 18 to 20, and rye, 25 to 30 bus.—A. J. Hunter, agt. Atlantic Elvtr. Co.

NEBRASKA.

Upland, Neb.—Grain movement very dull; husking nearly done; corn 15 to 30 bus., poor quality; ground dry for wheat; not much wheat back in farmers' hands; very little new corn.—Thos. C. Lorenzen, agt.

Beatrice, Neb., Dec. 1.—Corn not turning out as well as expected, very poor quality; will be about two-thirds as much as last year by measure, is running 130 lbs. to the load lighter than last year.—Conlee & Arthur Co.

Waco, Neb., Dec. 4.—New corn just beginning to move; very wet; 20 to 40 bus.; no oats; wheat about 50 per cent gone.—J. H. Gilbert.

NORTH DAKOTA.

Devils Lake, N. D., Dec. 2.—Some grain, especially flax, being threshed from under the snow. Flax fairly good. Very little plowing done; great deal of barley and flax will be sown next season.—C. E. Burgess.

OHIO.

Hayden, O., Dec. 6.—Corn moving slow on account of bad weather; damaged by dry rot.—Latham Bros.

La Rue, O., Nov. 23.—Corn 40 bus., not much husked account of wet fall, badly damaged.—J. M. Markey.

Van Wert, O., Nov. 25.—Corn fairly good, very little moving on account of bad roads, about 50 bus.—L. M. Wadsworth.

Wapakoneta, O., Nov. 23.—Wheat fair, about 15 bus., quality good; 50% of the wheat in farmers hands.—G. A. Ruck, mgr. Home Mfg. Co.

Convoy, O., Nov. 25.—Corn 50 bus., good quality. Farmers will move ear corn as soon as roads permit, acreage same as usual.—D. W. Long.

Dayton, O., Nov. 25.—We will have to get our corn from Ill. and Ind., corn in Ohio was first damaged by drought and later too much rain.—J. W. Durst.

Urbana, O., Dec. 3.—Eighty per cent of the corn still in the field and unless weather clears will stay there for some time.—E. T. Custerborder.

Convoy, O., Nov. 25.—Growing wheat good, acreage is the same as usual; about 1/2 the oats, 2/3 of the wheat crop in farmers' hands.—J. A. Dressel.

Wapakoneta, O., Nov. 23.—Oats about 35 bus., good quality, fully 30 per cent of the oats in farmers' hands.—D. C. McCullough, mgr. Wapakoneta Grain Co.

Van Wert, O., Nov. 25.—Oats good, 40 bus. Hay short, good quality; 50 per cent of the oats and 20 per cent of the hay in farmers' hands.—Chas. F. Pierce.

Van Wert, O., Nov. 25.—About 22 to 25 per cent moisture in new corn; we have shipped several cars of ear corn, grading No. 2 yellow; yield 50 bus.—B. L. Ireton.

Morrill, O., Dec. 8.—Corn not in very good condition, will be fed; 10% of wheat and 35% of oats still in farmers' hands; oats fine quality.—Morrill Lumber & Elvtr. Co.

Springfield, O., Nov. 24.—Corn was damaged by rain after it was in shock; not in condition to move as yet, but is improving in condition.—T. A. Paine, care W. E. Tuttle & Co.

St. Marys, O., Nov. 23.—Wheat 12 bus.; good quality; oats 30 bus., quality is good; 50% of the wheat, 33 1/3 of the oats still in farmers hands.—John Snapp, mgr., Lock Two Grain & Mfg. Co.

Botkin, O., Nov. 23.—Wheat and oats good, corn only fair, large acreage, but considerable damaged corn. Very little new corn moving, farmers holding for higher prices.—J. C. Paul, mgr., Sheets & Paul.

Columbus, O., Dec. 1.—The condition of wheat is far from satisfactory or encouraging, being only 83% compared with an average. The extreme and long continued wet weather has prevented growth, and the plant is now, very generally, weak and thin on the ground, and far from being in proper condition for going into winter. While there are some fairly bright and healthy looking fields, a great many are still bare and some with no prospect of life. The plant has gone back 13 per cent since the report of November 1st, and fly is now reported from every county in the state except Ottawa, damage ranging from 1 to 16 per cent. The average for the state is 4 per cent, while the average damage of the white grub worm is 1.6%. It is estimated that 45% of the 1911 crop was sold as soon as threshed. The estimated area of corn planted in 1911 is 3,048,194 acres, the average yield per acre being estimated at 35.9 bus. The total yield is placed at 110,618,956 bus., of which 5% was put into silo. The present prospect for the wheat harvest of 1912 is quite discouraging and should the winter be severe there will probably be another reduction of wheat area by plowing up in the spring.—Ohio Dept. of Agri.

OKLAHOMA.

Oklahoma City, Okla., Dec. 1.—Wheat acreage shows 102.7 per cent, about 25 per

cent more than harvested last year; wheat condition is 77 per cent against 35 per cent for December, 1910.—Oklahoma State Board of Agriculture.

SOUTH DAKOTA.

Tea, S. D., Dec. 1.—Small grain scarce; farmers have little to sell; corn fair, too wet to handle now.—J. H. Cruse.

Underwood, S. D., Dec. 2.—Threshing not finished; lots of flax under the snow.—C. F. Schoen, agt. Occident Elvtr. Co.

TEXAS.

Belton, Tex., Dec. 6.—Our farmers have planted more fall oats than usual and will continue to plant them till Feb. We are now shipping a lot of feed to this section.—E. R. Everett, pres. Everett Grain Co.

Denison, Tex., Dec. 5.—The grain business is exceedingly good in this part of the country, as we raise practically nothing and are buying everything from Kansas City, Omaha and other terminal markets.—W. L. Hutchinson, vice-pres. and gen. mgr. Denison Mill & Grain Co.

Fort Worth, Tex., Nov. 30.—A large acreage will be planted in oats in February, if weather is o. k. Farmers are discouraged over low cotton prices and will probably plant oats instead of cotton on the major portion of their land.—C. J. Gibbs, sec'y Texas Grain Dealers Ass'n.

GOVERNMENT CROP REPORT.

Washington, D. C., Dec. 7.—The Crop Reporting Board of the U. S. Dept. of Agriculture, makes the following report: Adopting the census statement of the acreage of winter wheat harvested in 1909 as a basis or starting point, and taking into consideration the estimated abandonment before harvest, estimates that the acreage planted for the crop of 1909 was 29,301,000 acres; for the crop of 1910, 31,656,000 acres; and for the crop of 1911, 32,648,000 acres.

It is estimated that the area sown in the fall of 1911 for the 1912 winter wheat crop is approximately 1.3% less than sown last year (fall of 1910); this would be equivalent to a total of 32,213,000 acres, on the revised basis indicated above. The condition of the crop on Dec. 1 was 86.6 per cent of normal, against 82.5 and 95.8 on Dec. 1, 1910 and 1909, respectively, and a ten-year December average of 89.9.

Adopting the census statement of the acreage of rye harvested in 1909 as a basis or starting point, and taking into consideration the estimated abandonment before harvest, it is estimated that the acreage planted for the crop of 1909 was 2,325,000 acres; for the crop of 1910, 2,413,000 acres; and for the crop of 1911, 2,415,000 acres.

It is estimated that the area sown in the fall of 1911 for the 1912 rye crop is approximately 0.9 per cent more than sown last year (fall of 1910); this would be equivalent to a total of 2,436,000 acres, on the revised basis indicated above. The condition of the crop on Dec. 1 was 93.3% of normal, against 92.6 and 94.1 on Dec. 1, 1910 and 1909, respectively, and a ten-year December average of 92.8.

Details by States for winter wheat follow:

	Revised sown. Acreage*	Autumn, 1910. Total prelim- inary. Acreage*	Autumn, 1911. Total prelim- inary. Acreage*	Condition P.C.	Dec. 1. Ten- year aver- age. P.C.
N. Y.	360	353	98	96	94
N. J.	87	84	90	91	92
Penn.	1,340	1,300	92	90	90
Del.	117	116	94	75	89
Md.	623	617	94	80	88
Va.	770	762	94	81	86
W. Va.	248	241	95	83	86
N. C.	651	618	88	83	89
S. C.	86	83	87	87	92
Ga.	150	142	89	88	92
Ohio	2,340	2,176	83	91	86
Ind.	2,424	2,254	82	84	88
Ill.	2,737	2,545	79	82	89
Mich.	1,059	953	86	94	88
Wis.	97	94	94	96	94
Iowa	299	341	96	92	94
Mo.	2,371	2,513	85	83	90
Neb.	3,098	3,191	92	90	95
Kan.	6,473	6,538	88	73	90
Ky.	812	788	83	83	88
Tenn.	752	707	88	80	89
Ala.	32	32	90	89	93
Miss.	10	10	87	92	91
Texas	753	715	72	71	90
Okla.	1,700	1,700	78	58	87
Ark.	101	101	86	82	88
Mont.	242	302	94	97	..
Wyo.	26	31	96	100	..
Colo.	201	209	88	90	..
N. M.	30	41	77
Ariz.	25	25	100
Utah	154	168	96	87	..
Nev.	17	17	93	100	..
Idaho	364	353	94	95	96
Wash.	967	1,035	91	96	91
Oregon	610	640	98	98	95
Cal.	522	418	75	90	94
U. S.	32,648	32,213	86.6	82.5	89.9

*Three 000 omitted.

I consider the Grain Dealers Journal the best.—J. J. Snell, mgr. Lyons, Rich & Light, Foresman, Ind.

Health authorities of Tennessee are planning to establish the office of inspector of cornmeal as a means of fighting pellagra.

The Council of Grain Exchanges will hold its next meeting Jan. 18 at Chicago. The membership in the Council has been increased the past year, seven new members having been added.

Chicago Futures

The opening, high, low and closing quotations on wheat, corn and oats for the month of November and part of December are given on the chart herewith.



Letters From Dealers

[Here is the grain dealer's forum for the discussion of grain trade problems, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal for publication. It may draw out the views of others.]

WHY NEW CORN IS GRADING.

Grain Dealers Journal: Many are wondering how and why the new corn is grading after discouraging conditions and at this time of the year. The reason is that the country newspapers and farm journals have conducted a successful campaign to induce the farmer to throw out his bad corn, and hold it for feed or fuel. Farmers in some sections of Illinois are paying 5 cents a bushel to huskers for every bushel of bad corn gathered, thus leaving only the good corn to ship.—R. A. M.

WRITTEN CONTRACTS.

Grain Dealers Journal: Why should the farmer be allowed a privilege which is not granted in any line of trade other than grain—that of selling grain by contract, and yet refusing to sign an agreement for the delivery. The signing by both parties is an assurance for both concerned, and not only protects the grain man, but also the farmer. Grain dealers who are afraid to inaugurate written contract, for fear of losing their farmer patrons, should join hands and adopt this duplicate contract. Every dealer seems anxious and yet afraid to start it. Get together.—Solace M. Jones.

THE ELIMINATION OF "OR BETTER."

Grain Dealers Journal: The Chicago Board of Trade, on Nov. 18th last, adopted and published the following:

IMPORTANT NOTICE.

Beginning Monday, November 20th, 1911, the term "or better" will be eliminated as a qualification in bids on Grain to arrive from all Grain, so that in effect this ruling will mean that bids for grain to arrive under the Call Rule will be for the flat grades. The Call will also include bids for No. 4 Yellow, No. 4 White and No. 4 Mixt Corn, and Corn cool and sweet will be eliminated.

This is again a distinct evidence of the worth of organization among grain dealers.

For the past several years, the country shippers have by resolutions adopted by their Assns. in Annual Convention, requested the exchanges of the country to discontinue the practice of bidding "or better," and on the 25th and 26th of October last, a Committee from the Federation of Grain Dealers' Assns., at a conference held in the Directors' Room of the Chicago Board of Trade, with the Grain Committee, of the Board again made formal and earnest request, that the many respectful petitions of the country shippers, be given immediate and serious consideration, with the result above stated.

It must needs be a subject for great satisfaction to the Associations of grain dealers and also to the Chicago Board of Trade, that the time has come when dealers, tho their interests may be somewhat diverse, can get together and amicably arrange their business for the benefit and to the complete satisfaction of all concerned.

Now that the Chicago Board has taken the initiative, the shippers hope to induce the other Exchanges of the country to fall into line, and do as well "or better."
—S. W. Strong, Urbana, Ill.

FAVORS GRAIN DELIVERY BOOKS.

Grain Dealers Journal: I read in the Journal of Nov. 10th on page 719 an article on Grain Delivery Books for Country Buyers, and think the book is a good thing. When grain buyers are receiving grain from the threshing machine the farmers want receipts for each load, as they do not have time to wait for the storage ticket. And when the farmer comes in to sell I find it a lot of trouble in checking off these receipts. Sometimes the farmer will lose a receipt, and that makes more trouble. I have known a case in which the hauler lost the receipt and the grain buyer gave him another. Later the original receipt was found, and then there was the deuce to pay, for the farmer claimed that he had delivered one more load than the buyer had record of. The grain buyer lost this farmer's trade, and a lot more, because this farmer told others about his experience.

I have stopped giving receipts to haulers, but I tell them that if they will get a little memorandum book I will enter the load in that, and that only. You mention that the grain buyer will gain the confidence of his customers, and I know that he does, for the farmers who use my memorandum book are satisfied.—Allan J. Hunter, Agt. Atlantic Elevator Co., Orleans, Minn.

SUGGESTS CHANGES IN DISCOUNT AND PREMIUM SCHEDULES.

Grain Dealers Journal: We have read with care the amended schedules A and B recommended by the Federation of Grain Dealers' Assns. and are glad indeed to note that they show a marked improvement over the first schedules printed. However, they are wrong yet in that their application would affect a radical change in present grading rules effective at probably 95 per cent of the terminal markets. These grading rules provide that corn to inspect No. 3 shall contain not less than 16 per cent of moisture, nor more than 19.

Schedule B of premiums practically fixes this moisture proposition between 17½ and 19 per cent in that it provides for a premium on everything testing lower than 17½ per cent and no discount on tests between 17½ and 19 per cent.

If market centers are to be held to this premium and discount proposition as promulgated, it is only fair that a true average of present requirements be taken which would mean that corn testing 17½ per cent should be accepted on contract without premium or discount. Corn testing 17½ to 16 per cent should be taken at a premium as shown by schedule B, and corn testing more than 17½ and up to 19 should be taken at a corresponding discount. Under present market conditions No. 2 corn commands a premium not greater than ½ to 1 cent per bushel. By schedule B this 1 cent per bushel at present prices is all advanced before the corn even reaches a moisture test low enough to put it into the No. 2 class. When it gets below the 16½ per cent the premium is advanced to 2¼c which is excessive under present usages.

We would be glad to see the adoption of a fair schedule of discounts and premiums, but are afraid it would have

to be frequently revised in order to make it satisfactory all around. A discount between No. 4 and No. 3 corn that might be satisfactory in the average season would be unsatisfactory and unjust to the terminal markets in a season when all the corn was No. 4 and had to be treated to make it fit for shipment.

On the other hand, in a season when the large proportion of the corn was No. 3 and only a small proportion No. 4, country shippers would remember that No. 4 had previously been taken at ¼ and ½ cent discount under such conditions and they would be very anxious to have the schedules changed.

It is a step in the right direction, however, and we sincerely hope the Committee will continue its work until a fair basis is reached.—Yours truly, W. H. Small & Co., A. F. Files, V. F., Evansville, Ind.

MUST BLUFF RAILROADS TO GET FAIR TREATMENT.

Grain Dealers Journal: Regarding the excessive freight charges on bulkheaded shipments of which we wrote you in Oct. last and your opinion which appeared in the Oct. 25th number of the Journal, we wish to state that after considerable bluffing the Railway Co. finally reduced the charges on the car in question to regular rate and actual weight on each commodity, instead of holding us for charges on a full carload of each commodity as they were endeavoring to do on this car.

It seems very strange and certainly is very humiliating indeed to find it almost impossible to get a square deal, without fighting for it, from the Railway Company to whom we pay more than \$20,000 annually in freight charges.

We have presented claims against it at various times in the past two years, every one of which we know were absolutely fair and just, which aggregate about \$250 and we regret to say that we have not as yet collected a single dollar just because we are of a peaceable nature and do not wish to fight. But we are beginning to realize that we must fight or else be bluffed to death, so we are now contemplating a suit to recover on these losses.

To give you a clearer idea of the inconsistency of the claim agent handling our claims we will cite you one instance. We entered a claim for loss of barley in transit to Chicago; well, our claim was turned down with his report that C. & N. W. No. 58446 had arrived in Chicago with a perfect seal record and in good condition. This investigation was made several months after car was unloaded, so of course they could discover no trace of a leak. In spite of the fact that we had affidavit of weight here and also certificate of official weighman in Chicago showing the car to have been leaking in two places on arrival he did not see fit to honor our claim. About the same time that he wrote us as above regarding this car he demanded of their agent here, an explanation of why he allowed C. & N. W. 58446 to be loaded with grain when same was in evident bad condition and stenciled "not fit for grain."

Getting such rank injustice as this handed out to us in return for giving them a \$20,000 annual business we believe that we are justified in feeling a little Grouchau (ugly) over these circumstances. Yours very truly, Farmers Elevator Co., O. F. Johnson, Mgr., Bigelow, Minn.

SORT THE CORN WHILE HUSKING.

Grain Dealers Journal: Corn damaged by rain can readily be distinguished while husking, and if the farmer will place a partition in his wagon and throw the good corn to one side and the bad to the other, the elevator man will not have to do the separating and the farmer will receive payment for grade corn, instead of for damaged.

It is far better to sell a small amount of grade corn than a large amount of damaged corn, especially when the damaged corn can be used for feed on the farm or can be sold as damaged corn. Elevator men should call the attention of farmers to this idea, as it has proved successful in many localities where it has been tried, and deserves the support of every grain dealer. It will assure satisfactory returns from this year's crop.—B. A. R.

ILLINOIS SHIPPERS COMPLAINING OF CAR SCARCITY.

Grain Dealers Journal: What has become of the grain cars? There seems to be complaints on the part of the grain shippers of Illinois that they are not able to get cars on quite a number of the roads.

It seems to us it is early in the season to have these complaints come in from the shippers. There is certainly some reason for it.

Shippers claim there are a great many bad order cars and that the roads in central Illinois are not keeping up their repairs on the grain cars. To our mind, this is a serious proposition both for the railroad and for the grain trade as well.

We can't account for the shortage on grain cars any other way, than that the roads are allowing their bad order cars to remain out of condition, as there is scarcely a side-track in the country but has box cars on it, and still the grain shippers are complaining of the shortage.—C. A. Burks & Co., Decatur, Ill.

While The Chicago, a marine elvtr., was unloading a cargo of wheat from the steamship Florida in the Royal Albert Docks at London, it suddenly capsized and sank. Two men working below were drowned and the remainder of the crew had narrow escapes as the accident occurred without warning.

WINTER EMMER.

One of the most interesting and valuable of the little known kinds of grain is emmer, possessing an individuality of its own, tho often confounded with speltz. True emmer differs as much from spelts as pears differ from apples. In the field the appearance of emmer is quite different from that of the German "spelz," as shown in the engraving herewith. Emmer heads are almost always bearded, very compact and much flattened at the 2-rowed sides. The grain of emmer is somewhat similar to that of spelt, but is usually harder, more compressed at the sides and redder.

Emmer will produce a fair crop under almost any condition of soil and climate, but thrives best in a dry prairie region with hot summers, where it gives excellent yields.

The emmer crop of the United States heretofore has been almost entirely spring sown; but black winter emmer, which was first introduced from France by the Dept. of Agriculture in 1904, has rapidly been multiplied and distributed and in a few more years will become an important one in the Rocky Mountain States. It is particularly valuable as a stock feed under dry farming.

Yields of 25 to 60 bus. per acre are reported with winter emmer by farmers in the western states. At Worland, Wyo., in the fall of 1908 Professor B. C. Buffum planted the seed from 12 selected plants of this strain of emmer. The crop amounted to 34 bus. and was used to seed the crop of 1910, when 691 bus. was harvested; and this year the crop is estimated at 20,000 bus., making an unusual record for increase. Professor Buffum got 69 bus. per acre, under irrigation.

Winter emmer will be found of much value in a field-cropping system in several ways. Since it is used for stock feeding in the same way as oats or barley, it will be of much use in localities where those crops do not give good results. In a number of the central, southern and eastern states, where oats do not do so well as in the north and where winter oats would not be hardy, there is considerable demand for a winter cereal to be used as stock feed. This crop should exactly fill that demand. It will ripen earlier than oats, yield better, and may furnish a considerable quantity of

fall and winter pasturage when the ground is in condition for turning stock into the field with safety. It will withstand extremes of climate much better than any other cereal. For a large part of the United States, therefore, it may be considered a general-purpose crop so far as climate is concerned, but it will not withstand the winter in the northern states east of the Rocky Mountains.

In Farmers Bulletin 466, illustrated, 24 pages, of the U. S. Dept. of Agriculture, are recorded the flattering results obtained with this cereal at the different state experiment stations.

AMERICAN LAND AND IRRIGATION Exposition.

By DUDLEY BOYLSTON.

The New York Land Show, in the language of President Hegeman, who visited it three times, "astounded New York with its showing of the productivity of our glorious country."

W. M. Jardine, Agronomist of the State Agricultural College of Manhattan, Kans.; George W. Cavanaugh, Agricultural Chemist of the State Agricultural College of New York; H. J. Webber, Professor of Plant Breeding, Cornell University, Ithaca, N. Y.; C. G. Williams of the State Agricultural College of Wooster, O.; and H. E. Van Deman, Judge of Pomology of Washington, D. C., stated above their signatures, "As a collection of the agricultural products of America, this Land Show clearly surpasses anything of a similar nature ever held."

The Superintendent of Admissions states that 213,654 visitors viewed the exhibits during the eight-day term of the Exposition in Madison Square Garden, and the Garden people affirm that it was the most beautiful and the best show ever held within that historic edifice.

The Exposition was inaugurated by a banquet given by President Stilwell to about five hundred prominent men, including those in charge of various exhibits, railroad presidents, and other men of prominence in America. Among the speakers at the banquet were President Brown of the New York Central Railroad and Dr. Harvey Wiley, Chief Chemist of the Department of Agriculture.

The \$1,000 corn prize given by the International Harvester Company of America, was awarded to Virginia, but a contest has ensued and it may be that Indiana will win the trophy.

Prof. Maurice A. Blake, Horticulturist of New Jersey Experiment Station, had charge of the installation of exhibits competing for the various prizes and he did his work remarkably well.

It was indeed a surprise that Southern California should receive the \$1,000 prize cup for the best short staple cotton.

Among the land gifts at the Exposition were a \$3,000 apple orchard near Spokane; a five acre pecan grove near Tallahassee; orange land near Fort Myers, Florida; farm land in Montana and Texas and two grain tracts in Wyoming.

The New York Sun of November 12th quoted from Gilbert McClurg, General Manager of the Land Show, that there surely would be another Land Show next year for the crowds that had attended this year's show warranted the holding of another. Next year's Exposition will not be confined to exhibits of this country and Canada Northwest, but will include exhibits from South America. It will be in truth an American Land and Irrigation Exposition. The New York Land Show for 1912 will run from Nov. 15th to 30th inclusive.



Heads of German Emmers and Spelts; A, Black Winter Emmer with Compound Heads; B, White Beardless Spelt; C, Black Winter Emmer; D, Black Bearded Spelt; E, Double Einkorn; F, Spring Emmer.—After Carleton, Farmers Bulletin 466, U. S. Dept. of Agriculture.

Among the prizes awarded at this year's show were the following:

PRIZE AWARDS.

ALFALFA PRIZE—\$1,000 Silver Cup donated by Paul L. Van Cleve of Montana, to Dr. W. X. Sudduth of Billings, Mont.; honorable mention to the M. C. Peters Mill Co. of Omaha, Nebr.

BARLEY PRIZE—\$1,500 Silver Cup donated by Colonel Gustav Pabst of Milwaukee won by R. Eisinger of Manhattan, Mont.; honorable mention given to A. D. Vansickle of Warren, Minn.

CORN PRIZE—\$1,000 Silver Cup donated by the International Harvester Co. of America to William H. Dorin of Clover, Va.; special mention made of exhibit of Walter D. Ross of Worcester, Mass. A contest has been filed by the Virginian, therefore this prize may go to Indiana.

HOPS PRIZE—\$1,000 Silver Cup donated by Adolphus Busch of Saint Louis, Mo., to DeWitt M. Mitchell of Schuyler Lake, New York, with honorable mention to the exhibit of E. Clemens Horst of San Francisco, Calif.

OATS PRIZE—\$1,000 Silver Cup donated by President Earling of C., M. & St. P. Ry. won by A. F. Patton and W. J. Hartman of Bozeman, Mont.; second place given to T. Menard of Bozeman, Mont.

WHEAT PRIZE—\$1,000 Silver Cup donated by James J. Hill, Chairman of the Great Northern Railway, won by James Todd of Geyser, Mont.; second place given to the exhibit of Edward W. Weckel, Fruita, Colo.

WHEAT PRIZE—\$1,000 in Gold donated by Sir Thomas G. Shaughnessy of the Canadian Pacific Railway won by Seager Wheeler of Rosthern, Sask.; second place given to W. I. Glass, Macleod, Alberta, Canada.

SUGAR BEET PRIZE—\$1,000 Silver Cup donated by Horace Havemeyer, Jr., of New York City, won by H. O. Timothy of Greeley, Colo., with second place to V. Deich of Julesburg, Colo.

Cobs

It would be hard to get along without the Grain Dealers Journal because of its good grain news and pointers for the trade.—R. E. Ludke, agt. Western Elvtr. Co., Walters, Minn.

Ora Seifert, proprietor of a flour mill at New Washington, O., was caught in the wheels of a corn sheller Dec. 2, and his arms, legs and head severed from his body.

I wish to state that I have always considered the Grain Dealers Journal a high-class trade magazine and believe its efforts to promote good competitive conditions, advice relative to off grades, its incessant efforts to interest shippers in forcing the railroads to pay claims in full for loss in transit and deterioration of grain in transit, the publicity given in its columns to cars leaking in transit and exposure of wildcat firms and markets that exact dockages, excessive discounts on off grades and other non-commercial practices, have all been productive of great good to the trade in general and especially so since adverse competition of many kinds has made it impossible for grain dealers to net a profit on their business unless every leak of the kind mentioned above is successfully stopped. Few trade publications keep in as close touch with the details of the general business of their subscribers as the Journal has during the ten years I have read its columns.—R. T. Miles, Fisher, Ill.

ALLEN & WHEELER'S NEW Concrete Elevator at Eldean, O.

Progressive millers long since recognized the great advantage and economy in providing fireproof storage facilities for their grain, and none now feel that they can afford to build grain storehouses, adjoining their mill properties, of wood, as in former years. The fire hazard of the flour mill, which contains many different machines running at high speed, is so much greater than the elevator, that it is much more likely to catch fire and communicate the flames to the surrounding buildings.

One of the latest mills to add a fireproof grain storehouse is The Allen & Wheeler Co. of Troy, O., whose mill is located at Eldean. This plant is located on the C., H. & D. steam road, and the D. & T. electric road, with switches to the C., C. & St. L. Ry. at Troy, and the P. C. C. & St. L. Ry. at Piqua.

The elevator, illustrated herewith, is constructed of reinforced concrete, being 42 ft. 6 ins. wide, 90 ft. 6 in. long and 118 ft. above grade. It consists of a working house 32x50 ft., with a track shed adjoining the six storage tanks, which are 20 ft. 3 in. in diameter, and so arranged as to provide four interstice bins. The storage capacity of elevator is 150,000 bus.

A large concrete pit directs grain received from cars into the boot of receiving leg, which has an elevating capacity of 3500 bus. per hour. This leg drops the grain into a 2500 bus. garner located just above a 1600 bu. hopper scale, or onto a 24 inch rubber belt conveyor, from which grain is diverted to any one of the bins, by means of a two pulley propelling tripper.

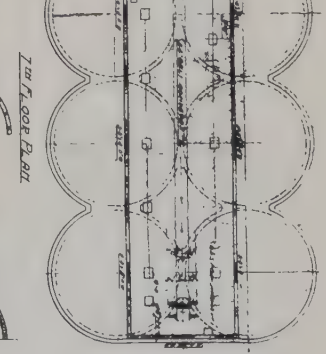
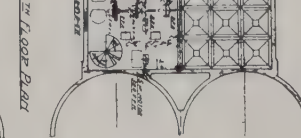
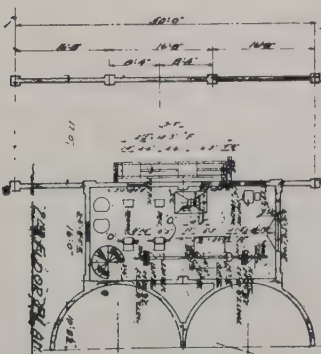
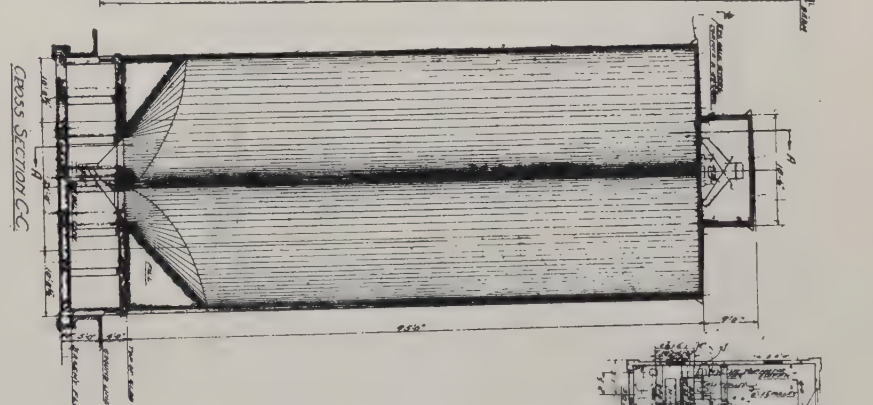
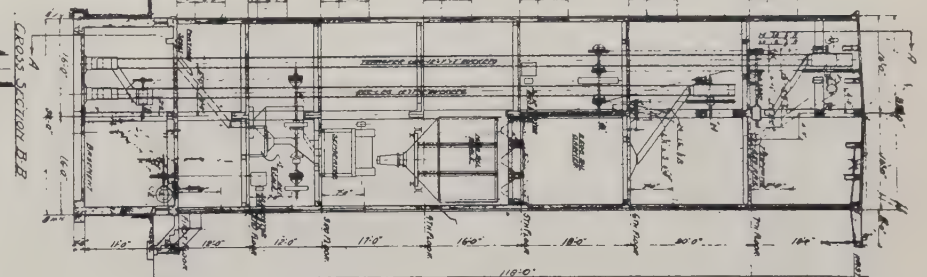
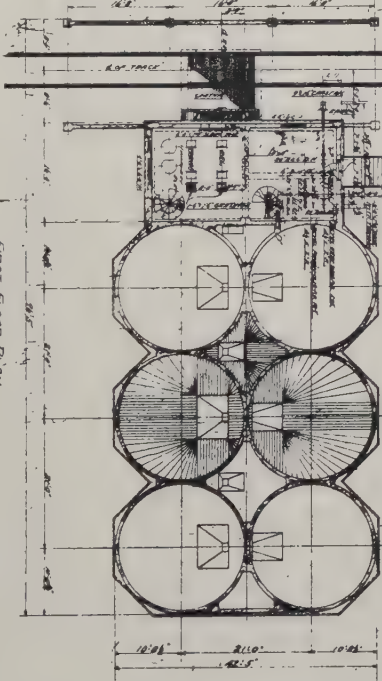
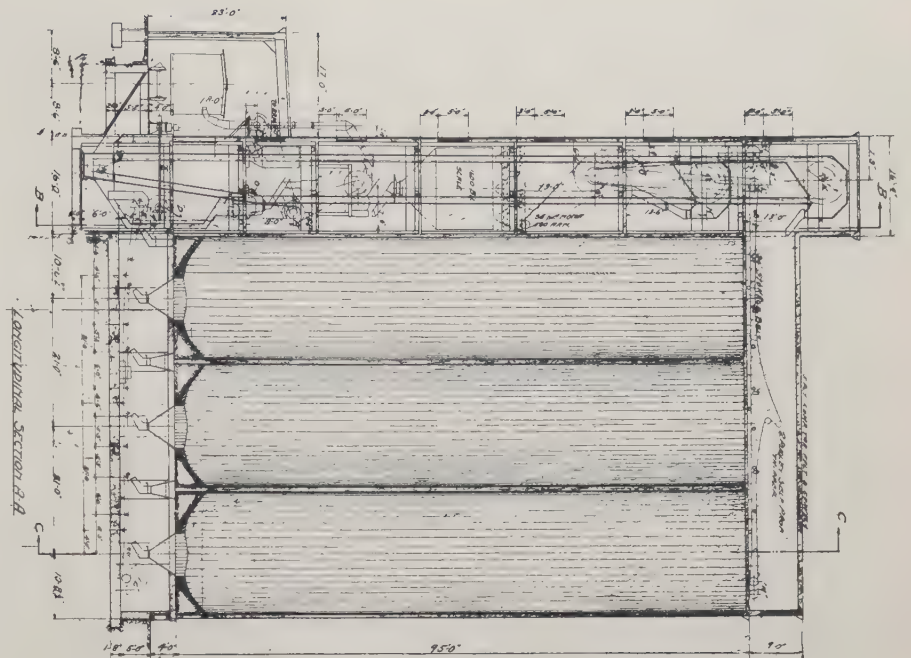
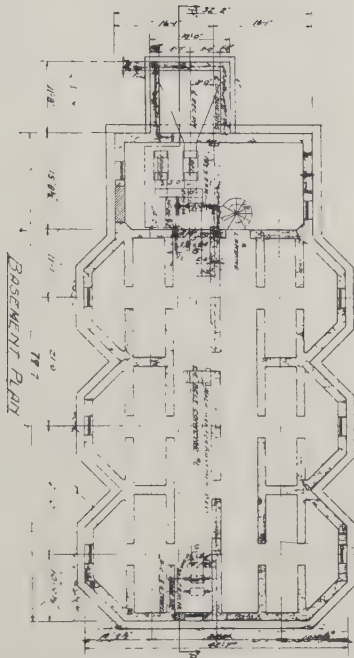
As is shown in our tracing of cross section of working house, grain can be dropped direct from hopper scale to a No. 31 P. & R. Separator, from which the grain is dropped to a 3 bushel Sonander Automatic Scale, and from the scale to the boot of a re-elevating leg, which has a lifting capacity of 3500 bus. per hour. The re-elevating leg can discharge grain onto a belt conveyor, leading over storage bins, or onto spout, which carries the grain to the mill, 120 ft. away. A 24 inch rubber belt conveyor, under tanks, delivers grain either to the boot of the receiving or to the transfer leg, whence it is elevated to the scale hopper, weighed and shipped, if so desired.

The elevator is of fireproof construction thruout, no inflammable material being used in the building, hence the insurance rate is very low. All transmitting and conveying machinery, spouting, leg casings, castings, spiral stairs, were supplied by the Webster Mfg. Co., in accordance with specifications by James Stewart & Co., who designed and built the elevator. Individual electric motors propel the different machines and machinery. An employees elevator, in the working house, was supplied by the Barnard & Leas Mfg. Co. The dust collecting system was installed by the Cyclone Blow Pipe Co. All windows are protected by means of sheet metal doors.

The handsomest wall card yet received this season comes from the Early Grain & Elvtr. Co. of Amarillo, Tex. It is decorated with an attractive water color of the most beautiful girl that ever happened, with a quotation from James Whitcomb Riley. The poster is so attractive that few grain dealers will be permitted to retain it in the office beyond the first visit of their better halves.



Allen & Wheeler Co.'s New Elevator at Eldean, O.



Plans of the 150,000-bu. Concrete Elevator

of the Allen & Wheeler Co., at Eldon, O.

CHART OF MAY WHEAT FOR Five Years.

Whenever it is desired to quickly comprehend past movements of market prices charts will be found most valuable; and in considering what effects crop damage, heavy marketings, big visible supply, or foreign demand have or have had on the

price of May wheat the chart herewith giving the important fluctuations of that future for five years will afford a useful check. Certain periods of each year have certain influences which the chart will confirm.

The fluctuations during each month have been plotted at their proportional lapse of time from the line indicating the beginning of the month.

Thus a low occurring on the 15th of the month is half way between the two vertical lines on the chart indicating the beginning and end of the month; a high or low on the 6th day of the month is one-fifth of the distance from the vertical line; and a movement ending on the third day of the month is shown one-tenth of the distance between the two vertical lines.

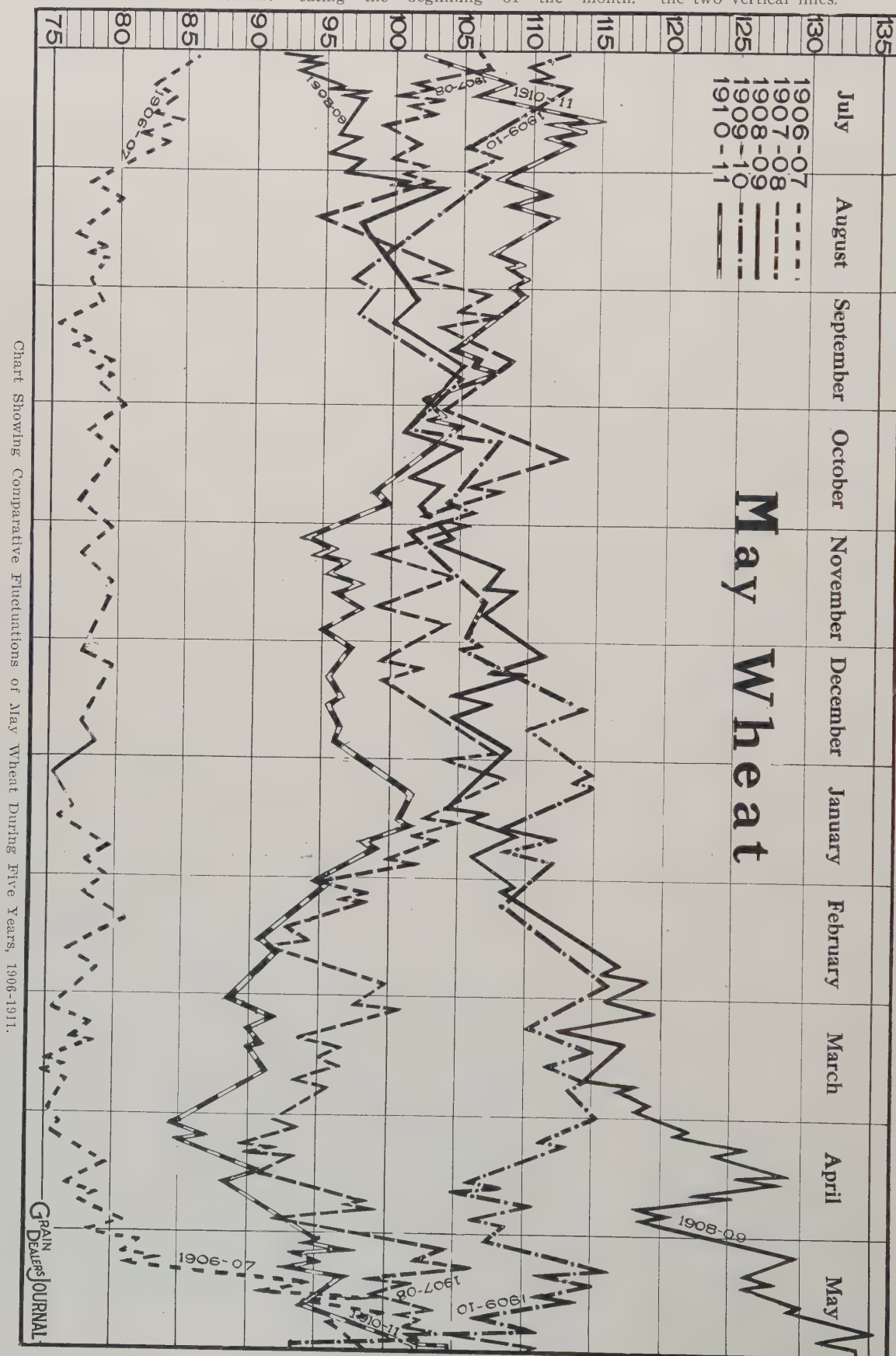


Chart Showing Comparative Fluctuations of May Wheat During Five Years, 1906-1911.

Grain Carriers

The Pennsylvania Railroad will buy 15,000 freight cars.

The New York Central Lines recently ordered 3,500 cars.

Abolition of the new United States Court of Commerce evidently will be resisted by President Taft.

By constructing 115 miles of road the M. & St. L. will extend its line from Albia, Ia., to St. Louis, Mo.

James S. Harlan will be reappointed a member of the Interstate Commerce Commission by President Taft.

Right of way for 117 miles of road from Peoria to Rockford, Ill., has been obtained by the Milwaukee, Peoria & St. Louis Ry. Co.

The Canadian Pacific R. R. Co. has placed an order for 4,500 steel frame box cars of 80,000 lbs. capacity, delivery to be started Jan. 1, 1912.

Grain shipments on the Great Lakes during October aggregated 19,270,000 bus.; compared with 17,761,497 bus. in October, 1910, and 26,248,237 bus. in October, 1909.

An extension of the Atlantic, Northern & Southern thru Atlantic, Ia., Oakland, Guthrie Center, and Adel will be pushed by the new owner, Col. Adams of Council Bluffs.

An overcharge of \$1,567 on 75 cars of wheat from Portland, Me., to Weehawken, N. J., was ordered refunded by the New York Central & Hudson River R. R. to the Dominion Line in a recent decision of the Interstate Commerce Commission.

The Quaker Oats Co., has entered suit against the Canadian Pacific Ry. Co. for the value of 32,000 bus. of corn that went bad in a Detroit elvtr. while waiting for cars to tranship to Richfield, Vt. The entire shipment of 75,000 bus. was by boat.

Construction will begin soon on 46 miles of road between Lewistown and Roy, Mont., in time to move the 1912 crops to market. All of the necessary material has been purchased by the Chicago, Milwaukee & Puget Sound R. R. Co., which is building the road to open 2,000,000 acres and the rich grain producing area of Judith Basin. Several new towns will be established.

A declaration of assumption of jurisdiction over the practices of a railroad or roads constituting a thru route, "effecting the right of a shipper to safe and rapid transit of his freight shipments" was made by the Interstate Commerce Commission, Dec. 7. The decision was made in the car-shortage case of the Missouri and Illinois Coal Co. in which it complained of an embargo established last winter by the Illinois Central against the movement of coal from mines on its lines in Illinois to points in Missouri. The railroad claimed that if the cars were allowed to go to lines in Missouri, they would be confiscated which would result in a car shortage for the Illinois Central. The Commission, however, holds "that the temporary confiscation by carriers of the cars of other railroads and the placing of embargoes against cars being sent off the lines of the owners are alike unlawful, and the railroads are expected to make such rules for the return of cars as will terminate such abuses."

Damages for shortage of cars for potato shipments amounting to \$6,072 were recently awarded by the court to W. H. Ferrell & Co. in their suit against the Great Northern Ry. at Princeton, Minn.

The new ship Toiler was loaded recently with 95,000 bus. of wheat for Montreal, the largest cargo ever carried thru the Welland Canal. C. I. Dosola of Montreal owns the Toiler which is a new experiment, fuelled for three months ahead.

A complaint alleging discrimination on the part of the Milwaukee road on grain rates from South Dakota and Iowa points in favor of Minneapolis and against Omaha, has been filed with the Interstate Commerce Commission by the Omaha Grain Exchange.

A delegation of five from Pembroke, Montreal and Ottawa recently waited on the prime minister to urge an appropriation for immediate commencement of work on the Georgian Bay Canal. The prime minister's reply was indefinite beyond stating the government was giving the matter serious consideration.

A decrease in the number of surplus cars is reported by the American Ry. Ass'n the last half of November. The box car surplus increased 1,094 on certain roads, and the shortage on certain roads decreased 612 cars. The total car shortage on all roads was 19,949, Nov. 22, the biggest shortage so far this year.

The Vassar Hay & Produce Co., of Vassar, Mich., was recently fined \$1,000 by the United States District Court at Detroit for billing a shipment of baled hay, from Millington to Buffalo, N.Y. as 20,000 lbs when actual weight was 28,510 lbs., the company having obtained a lesser freight by falsifying the weight of the shipment.

The Interstate Commerce Commission has appointed a hearing, Jan. 9, on application of Houston interests for a readjustment of rates on rice shipped to New York. The railroads advanced the rates via Galveston from 23c to 25c when the commission ordered a differential of 3c instead of 5c between Houston and Beaumont.

Damages amounting to \$1,750 for alleged water soaked grain shipped for Chicago last September on the Wm. H. Mack of the Jenkins Steamship Co. of Cleveland, were claimed by the Buffalo Cereal Co., the Nye & Jenks Grain Co. and Hagaman & Co. and a libel suit was filed by them, against the "Mack." The boat company was instructed to file an answer by Dec. 5.

The complaint of the F. S. Johnson & Co. of Milford, Neb., and the Beatrice Corn Mills, of Firth, Neb., against the Atchison, Topeka & Santa Fe R. R. Co. has been dismissed by the Interstate Commerce Commission which did not uphold the contention of the complainants that the defendants, maintaining a milling-in-transit rate, discriminated against them in favor of mills at St. Joseph, Mo. and Atchison, Kan.

Shippers ask that carriers shall only be permitted to charge freight on the amount of a commodity which they deliver to the consignee at destination, in a complaint filed with the Interstate Commerce Commission, alleging that the carriers refused either to make good the loss of a hay shipment or to refund the shortage on the grounds that the weight stated on the bill issued at the shipping point was not correct. A discrepancy of nearly 1,000 lbs. of hay between the weights at the receiving and the shipping points is the basis of the complaint.

Wet and damaged grain to the amount of about 3,000 bus. was found in the holds of the steamers Sinaloa, Fitzgerald and Sir Thomas Shaughnessy by scoopers at Buffalo and elevation of the cargoes was stopped until a complete survey of the wet grain could be taken. The loosening of the hatch covers during the heavy storms encountered on the down trip, probably caused the damage.

Traffic officials of leading western railroads have decided to make an application to the Interstate Commerce Commission at once for a hearing in the Peavey grain case and its application to the practice of railroads in paying elevator allowances, declaring that they do not understand the decision and want more information on the subject. At the present time elevator charges are paid in some cities and not in others, and a uniformity of practice is sought.

Car shortage reports from the Canadian Northwest are increasing. Winnipeg reports that the situation in western Canada is so acute that elevators have been forced to close their doors as they could not ship out the wheat they had already taken in. Railroads have been ignoring appeals for cars as their equipment is all in use; 75 points report no cars in sight. Saskatchewan reports much wheat in wagons, some of it hauled 50 to 60 miles, awaits the reopening of elvtrs. If the railroads could furnish the cars receipts of wheat at Winnipeg would aggregate 2,000 cars daily.

The grain rate case, with Milwaukee, Duluth and Superior on one side and Chicago and Minneapolis on the other, has progressed to the point of closing the hearings. Now the Interstate Commerce Commission has given complainants until Jan. 10 to file briefs, when the railroads will have until Jan. 25 to answer and the complainants to Feb. 10 to reply. Commissioner Clark hopes to have the oral argument in February. The rates from the Dakotas, southern Minnesota and western Iowa to the terminal markets are involved, complainants alleging their markets are discriminated against.

The National Industrial Traffic League at its recent annual meeting at Chicago elected J. M. Belleville of Pittsburgh pres., H. G. Wilson, Kansas City, vice pres., and W. D. Hurlburt, sec'y-treas. The report of the committee on Bs/L recommended that the words "natural shrinkage or discrepancies in elevator weights" be eliminated, and that the following be substituted for third paragraph of sec. 3 "Grain in bulk consigned to a point where there is a railroad, public or licensed elevator, may, if not removed within 48 hours after notice of arrival has been duly sent, be there delivered and if so delivered shall be subject to a lien for elevator charges". The report was adopted. It was decided to appoint a committee of 15 to oppose the clearance bill before Congress. This bill was introduced by Rep. Martin of Colorado as H. R. No. 2948 and provides that it shall be unlawful for any road in the United States to maintain any warehouse or other structure along any side track at a distance less than 6 ft., 11 ins. from the center line of the track, nor shall any overhead obstruction be maintained at a less height than 20 ft. above the track, nor shall parallel tracks be operated at a less distance apart than 12 ft. 6 ins. centers. The objection to this bill is that while it will have practically no effect in saving life it will cause an expense to shippers of vast sums in moving warehouses and grain elevators.

The Interstate Commerce Commission has denied the petition of Douglas & Co., of Cedar Rapids, Ia., for a rehearing of its suit against the Rock Island road for unjust discrimination in withdrawing certain transit privileges on grain.

The Guaranty Trust Co. of New York City, which had refused to use the Liverpool bankers' lading bill agency in New York, that verified Bs/L accompanying drafts on foreign banks, has notified its customers that hereafter it will handle bills of exchange accompanied by Bs/L to be verified by the central bureau.

Granting unlimited credit by accepting notes to guarantee freight charges is an unlawful discrimination, said Judge John M. Killits in the federal court at Toledo, O., Dec. 9, in the case of the Hocking Valley R. R. Co. It is alleged by this device the railroad company allowed the Sunday Creek Coal Co. \$2,455,000 in rebates.

The full cereal consignment must be in the hold of the vessel loading, within the time specified in the contract according to a new rule governing the loading of grain into foreign steamers at Boston. Formerly if a vessel received only two bus. of her entire shipment within the contract time, the requirements were considered filled. Much activity has resulted from the order.

The necessity of agreeing upon a method of procedure at Little Rock, Ark. that would insure rapid handling of milling-in-transit traffic at that point, was urged upon the St. Louis, Iron Mountain & Southern R. R. Co. by the Interstate Commerce Commission in making a decision in the complaint filed by the Brook Rauch Mill & Elevator Co., and a limit of 90 days was set for the R. R. Co. to act upon the suggestion. In case no action is taken in that time the Commission will further consider the matter.

The duty to furnish cars for outbound movement from the milling in transit point under a thru rate and route rests upon the inbound carrier, is a recent decision by the Interstate Commerce Commission in Brook-Rauch Mill & Elevator Co. v. St. Louis, I. M. & S. Ry. The thru tariff from Omaha to Arkansas points granted milling in transit at Little Rock; but the Iron Mountain, which delivered the grain refused cars for out-loading. The Brook-Rauch M. & E. Co. had to haul by wagon to the Rock Island tracks for the out-shipment. Both roads admitted complainant had a right to cars, but denied the authority of the Commission to adjust the matter. The Commission holds that refusal to furnish cars amounted to a failure to furnish transportation.

A grain man of Winnipeg explains that his house ships "No. 3 and No. 4 barley to Minneapolis, pays 30c per bu. duty and after paying 1c per bu. to the commission merchant in Minneapolis and the same to the commission merchant in Winnipeg, it nets 2c or 3c more than can be obtained for the same barley in store at Fort Williams."

At the trial of B. H. Scheftels and others for alleged bucket shop swindling, in New York, Nov. 15, Louis Franke, a grain merchant, testified that he had lost nearly \$1,000,000 in mining deals. On a sale of 8,000 shares of Rawhide Coalition to Franke, the Scheftels firm charged a regular commission on the full number, while the books showed that their actual purchases to fill the order were only 1,900 shares.

Seeds

This year Kansas produced 364,998 bus. of flaxseed, as reported by F. D. Coburn, sec'y of Agri.

Ernest Kuehn, seed dealer of Toledo, O., has started on a trip to the Holy Land, with a committee of bible students.

Rochelle, Ill.—The clover seed crop is a total failure. Timothy seed is a fair crop.—G. E. Barber, of Rochelle Seed Co.

Wm. G. Scarlett & Co., wholesale seed merchants of Baltimore, Md., have taken possession of their new building in East Pratt Street.

An alfalfa seed cleaning plant with a capacity of 200 bags per day is being installed by the Gunnison Valley Land Co., Gunnison, Colo.

Henry Nungesser & Co., of New York, N. Y., have recently announced that Henry Nungesser has resigned as pres. and has disposed of his interest in the firm.

Not much clover seed is moving and we think it will move more freely after the first of the year. Locally we have little clover seed, as it was damaged by rains.—Indiana Seed Co., Indianapolis, Ind.

McCarthy Bros. of Minneapolis sold a car load of pop corn in the ear, Dec. 6, for \$1.75 per cwt. It had come from the Farmers Elevator Co. of Kerkhoven, Minn., said to be the first ever shipped from that section.

Minneapolis received 1,569,810 bus. of flaxseed in November and shipped 314,560 bus. compared with 1,291,890 bus. received and 295,070 shipped in the same month last year.—John G. McHugh, sec'y Chamber of Commerce.

Seed wheat and flaxseed will be carried free of charge by the Minneapolis & St. Louis Ry. to all points on the line west of Conde, S. D., as far as LeBeau, and to points north of Conde to Leola, to aid the farmers of South Dakota.

We have reports from Europe that the timothy crop is small. The harvested timothy has been brought to market and sold and therefore little seed is left for export. Of alsike better qualities are demanded and it will also be high in price.—I. L. Radwaner, New York.

Toledo received 3,350 bags of clover seed, 494 bags of alsike seed and 767 bags of timothy seed during November; compared with 5,020 bags of clover seed and no alsike or timothy seed reported in November, 1910. Of clover seed 950 bags were shipped in the month against 554 bags shipped in November last year.

F. L. Sherman, sec'y of the Commercial Club, Minot, N. D., is introducing the Canadian sand vetch and has procured 75 bus. of seed for distribution. This is a fodder grass from the Peace River country in northern Canada and grows to 11 ft. high 95 days after seeding. It is no relation to Mr. Ham, Sandwich.

Baltimore received in November 1,015 bus. of clover seed and no timothy compared with 1,258 bus. of clover seed and 3,743 bus. of timothy seed received in Nov., 1910. No shipments were made in Nov. this year against 681 bus. of clover seed shipped in the same month last year.—Jas. B. Hessong, sec'y Chamber of Commerce.

Awnless winter barley experiments have progressed with considerable success. Seed of the Arlington hybrid has been sent to all the experiment stations in the south and west where winter barley would likely be adapted. Owing to its high stooling qualities this variety promises to be very productive.—Sec'y of Agriculture Jas. S. Wilson.

Sudan grass, introduced from Africa, is another example of a new forage crop that has become popular almost in one season. This grass apparently possesses all the valuable characteristics of the well-known Johnson grass without being at all troublesome as a weed on cultivated land. Sudan grass is an extremely promising grass not only for the South, where Johnson grass is now being grown, but also for sections farther north as an annual crop to replace millet. It is a very drought-resistant species and gives heavy yields of good hay.—Sec'y of Agriculture James Wilson.

Speculative clover seed trade will now be mostly in March delivery. Many will buy February not caring to take chance on any seed being delivered until late in March. The south will probably buy early, making the February more attractive for that trade. Talk of any kind of seed filling the holes is not as big a bear argument as in former years. Education has been on broader lines. The farmer is being taught to use pure seed. Will he do it? Stocks at market centers are not burdensome, and unless receipts increase materially after January 1st, the bears may find themselves in an uncomfortable position.—J. F. Zahm & Co.

Bulls on clover seed continue stubborn. December deliveries on contracts have been moderate. Bulls may soon ship some out. Eastern buyers still hoping the imports will be large enough this month to discourage the longs. Speculative demand may continue to make the price awhile longer. Receipts have been trifle larger but mostly low grades. December receipts of clover seed here were 6,945 bags last year against 4,695 two years ago, 14,500 three years ago, 2,800 four years ago, 4,850 five years ago. January receipts are usually trifle larger than December. December receipts are some times larger than November but as often smaller. December shipments generally feel the southern demand. They are always larger than November.—C. A. King & Co.

An interesting collection of red clover seed, gathered from individual plants growing along railways, waste places, etc., throughout British Columbia and parts of Quebec, has been secured the past season. This collection, which contains over 250 samples, shows an astonishing variation in color, shape and size of seed within the species called red clover. It also clearly demonstrates the fact that seed within each individual plant is very uniform in color, shape and size, which apparently is of great importance from the plant breeding standpoint. The almost phenomenal differences existing in the seed of different plants growing side by side must necessarily indicate that the variation of seed is not due to different climatic and soil conditions. It seems evident that the variation is simply an illustration of the fact that innumerable strains of red clover exist, each of which might be characterized by a special type of seed, and that it might be possible to fix these characters by breeding.—Geo. H. Clark, seed commissioner, Ottawa, Ont.

Lincoln, Neb.—The Griswold Seed Co. has installed a new Hess Ideal Drier in its eltr.

Columbus, O., Dec. 1.—Clover seed is reported as a complete failure in many sections, the average yield per acre, being 1.25 bus. The area sown in 1910 cut for seed is placed at 16%.—Ohio Dept. of Agri.

Peoria received in November 210,000 lbs. of seeds and shipped 278,700 lbs., compared with 150,000 received and the same amount shipped in the same month last year.—John R. Lofgren, sec'y Board of Trade.

Duluth received in November 3,059,729 bus. of flaxseed and shipped 2,318,068 compared with 1,457,368 bus. received and 1,507,025 bus. shipped in the same month last year.—Chas. F. Macdonald, sec'y Board of Trade.

The congressional free seed distribution during the past year required 700 tons of seeds put up in 60,000,000 packets, the work of packing, assembling and mailing being done at a cost of \$1.10½ per thousand packets under contract. The contract for the coming distribution has been made at a cent less, reports Sec'y Wilson.

London, Eng., Nov. 27.—The spring sowing seed demand is now quietly developing. The new crop of English reds, whites and alsike clovers, also trefoil are appearing on the markets and finding buyers at useful prices. In grasses: French-Italian, Irish-Italian and perennials show fine samples and reasonable prices; fair business passing.—John Picard & Co.

Archias' Seed Store Corp., Sedalia, Mo.—The seed crops of alfalfa, clover, timothy, blue grass and field seeds were very light in our section the past season. Very little seed was raised. We will be obliged to ship in considerable seed. The prospects for the next crop of alfalfa, timothy and blue grass are not promising as a great portion of it has been burnt out by the continued drought. No seed has been carried over in this section.

Toledo received during the week ending Dec. 9 1,180 bags of clover seed and shipped 690 bags; compared with 1,307 bags received and 1,687 bags shipped during the corresponding week of 1910. Receipts for this season to date are 19,569 bags and shipments 4,922 bags; against 33,548 bags received and 7,248 bags shipped in the corresponding season of 1910. Receipts of alsike during the week ending Dec. 9 were 160 bags; compared with 479 bags received in the corresponding week of 1910; receipts for the season were 5,747 bags against 6,916 bags for the corresponding period of 1910.

Chicago received during the week ending Dec. 9, 335,100 lbs. of timothy seed; 7,000 lbs. of clover seed; 216,300 lbs. of other grass seeds and 22,300 bus. of flaxseed; compared with 373,400 lbs. of timothy seed; 81,300 lbs. of clover seed; 211,600 lbs. of other grass seeds and 28,500 bus. of flaxseed. Shipments included 69,700 lbs. of timothy seed; 50,400 lbs. of clover seed; 206,000 lbs. of other grass seeds, compared with 79,700 lbs. of timothy seed; 32,000 lbs. of clover seed; 224,600 lbs. of other grass seeds and 5,000 bus. of flaxseed, shipped in the corresponding week in 1910. During November 121,600 bus. of flaxseed was received and 12,600 bus. was shipped, compared with 235,600 bus. received and 30,500 bus. shipped in November, 1910.

IMPROVED GERMINATOR for Seed Tests.

No seed testing laboratory can be considered well equipped unless furnished with a germinating chamber that makes it possible to conduct all successive tests under practically similar conditions.

To get identical results from the same sample of seed the germinating chamber must be perfectly under control as to temperature, moisture and supply of air. These ideal conditions have been achieved in the device illustrated in the engraving herewith. Its design has been approved by the government and the committee on methods of seed testing of the Ass'n of American Agricultural Colleges and Experiment Stations.

The chamber is constructed of corrugated sheet-copper, and has double walls, the space between the walls serving as a water-jacket. All sides, with exception of the bottom, are covered with linoleum, also the door, which is made of plain sheet-copper. The top of the chamber is provided with an opening to receive a thermometer and which is further intended for the ventilation of the chamber. For the latter purpose small openings appear underneath the door, which may be closed by a copper slide, and which also facilitate the escape of carbon dioxide gas. At the bottom of the water jacket a stop-cock is inserted to draw off the water. The chamber is provided with 8 shelves. A copper pan filled with water rests on the bottom of the chamber to keep the air moist thru evaporation.

In order to maintain the low temperature required for certain seed tests during warm weather, an ice box will be found on the top of the chamber, the degree of heat in which, by means of a low temperature thermostat received by a special opening leading into the water-jacket, can be regulated very accurately. The ice box opens into the water-jacket and is fitted with removable cover. An overflow pipe serves as a drain for water from the ice box, if the latter is being used.

The complete apparatus is supported by an enclosed base made of heavy gal-

vanized sheet iron, provided with ventilators at top and bottom for the supply of fresh air and with a door to receive lamp or burner. This machine is known as the Standard Double Wall Germinating Chamber, and is made by the Kny-Scheerer Co., New York.

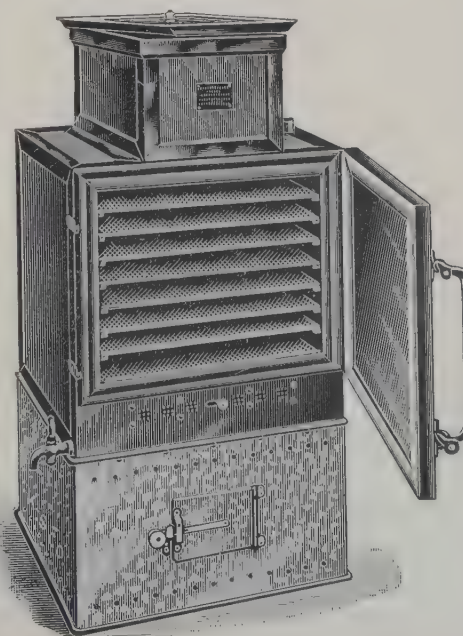
From the Seed Trade.

Ross Seed Co., Louisville, Ky.: The prospects for the new seeds are for fair average crops. We do not know of any considerable quantity of seeds being carried over.

John J. Buffington & Co., Baltimore, Md.: We think none of the grasses are doing well. In the first place, we had a total failure of both clover and timothy. During the past two or three weeks we have had a great amount of cold high winds, and considerable surface freezing and thawing, which the writer noticed has killing out considerable young grass from the fall seeding. We have also had numerous reports of the young alfalfa having died during October. We have been inquiring as to the cause, but as yet have had no one who would venture a reason for it. We also notice that the new crop of red top from September seeding has been badly killed. Speaking generally, the grass crops are looking very badly.

Livingston Seed Co., Columbus, O.: The present outlook for common red, mammoth and alsike clover seed in this locality is that the crop of home-grown seed will be extremely limited. This section will have no alfalfa. This is also true of timothy and blue grass as there is no blue grass or alfalfa seed saved in this section of Ohio. A limited quantity of timothy seed is saved but what was saved from last season's crop has already been marketed and we will have to depend upon outside sources for our supplies. The general outlook for clover for the coming season is not all that could be desired—acreage is small and stands are not at all good. No seed is carried over from last season anywhere in central Ohio that we have any knowledge of.

Griswold Seed Co., Lincoln, Neb.—The acreage of alfalfa has been increased from 10 to 20% at least. The yield was very heavy of this seed this year and the crop is especially good in this section. This will give us an opportunity to fill orders in car lots at a more reasonable price than usual. The crop of all clovers and timothy was especially poor through this section last year and the high price brought out all the seed there was to offer, and we do not believe there was very much of this or any other kind of seed left over for this season. Clover and timothy crops have decreased at least 20%. This is due largely to the loss of the spring sowing and the killing out of many of the old fields by the summer drought. We do not harvest any blue grass in this section altho it is becoming quite well acclimated. Millet and cane crops are about the same as last year, which was a little below normal. We have had a good demand for seed corn from Texas and other Southern points and will begin shipping the latter part of this month. We are having a number of inquiries from consumers and dealers regarding prices on seed corn, alfalfa, cane, millet and some of the grass seeds, which leads us to believe that there will be a good trade in the seed line all over this section. On account of the high price of clover and timothy we expect to see the alfalfa sowing area carried farther East this year than ever before.



Improved Standard Germinating Chamber.

Grain Trade News

ARKANSAS.

Little Rock, Ark.—Delivery of several cars of corn without surrender of B/L is said to have been made by the Missouri Pacific Ry. Co. to a milling company here, so that when the bank presented the drafts by S. R. Washer Grain Co., of Atchison, with B/L attached, to a company having a somewhat similar name the error was discovered. The railroad company will be expected to make good the amounts of the drafts, amounting to several thousand dollars.

CANADA.

Goose Lake, Sask.—The Goose Lake Grain & Lbr. Co. has increased its capital stock to \$200,000.

Vancouver, B. C.—The Cummings Grain Co., Ltd., of Calgary has been licensed to do business in British Columbia; capital, \$150,000; offices in the Winch Bldg this city.

Winnipeg, Man.—The Commercial Wheat Growers Co. of Canada incorporated to operate grain elevators, flour and oatmeal mills; capital stock, \$100,000; incorporators, J. W. Haviland and T. C. Kelly of Chicago and F. W. Loutwood and J. W. Featherstone of Winnipeg.

Winnipeg, Man.—Frank E. Gibbs, a veteran exporter at Fort William, who has been chief grain inspector there many years, has been promoted to the office of chief grain inspector for Canada with headquarters in this city. He has been in the grain trade of the West 38 years.

Winnipeg, Man.—Our ass'n is prospering and the members will have a fairly good year altho we had a lot of adverse weather and the end of November found a considerable amount of the crop in the West still in the stock where it will have to remain until spring.—Frank O. Fowler, sec'y-treas. Northwest Grain Dealers Ass'n.

Fort William, Ont.—The Grand Trunk Pacific Ry. Co. has let the contract to John S. Metcalf Co. for design and construction of a 2,500,000-bu. contract storage elevator at its terminal here, to cost \$500,000. This is the second storage unit of the G. T. P. grain terminal at this point and will bring the storage capacity of this elevator up to 5,750,000 bus. The ultimate capacity planned for this terminal is 40,000,000 bus.

Regina, Sask.—The essential features of the Sask. co-operative elevator scheme are the formation of a company of farmer stockholders, controlled by themselves and pledged to build an elevator in any district where the farmers will subscribe a sufficient fund to cover the cost of the elevator and pay in 15% of the amount, the capacity of the elevator to be in the ratio of 2,000 acres of crop to each 10,000 bu. of capacity. The government agrees to advance the remaining 85% needed to be repaid in 20 equal annual payments, with interest. Provisions are made for special binning of the farmers' grain and also for the purchase of grain by the wagon load whenever offered. The company's work for the present season was limited to organizing 46 locals. Arrangements were made for 40 new elevators and 6 were purchased. Altho contracts for the new elevators called for their completion at definite dates, some delays were caused by bad weather, lack of railway facilities in some quarters and the difficulty of obtaining labor during harvest time. At present 21 of the houses are being operated, and the remainder are coming into operation as soon as completed. Close to 1,000,000 bushels of grain has passed thru these elevators to date, about one-third of which has been purchased, and the remaining two-thirds special binned for farmers.

Winnipeg, Man.—Robert Muir & Co. are no longer in business.

Winnipeg, Man.—A London cable says British and continental grain dealers are presenting strong protests to Canadian authorities against lowering the grades of Manitoba wheat, especially that of No. 6, which they charge to the Winnipeg Grain Exchange. C. N. Bell, sec'y of the Exchange, explains that it had nothing to do with the matter as the Dominion government appointed the Grain Standards Board that fixes commercial grades of grain. The foreign dealers protest that they bot for a certain quality.

Ottawa, Ont.—Hon. George Foster has given notice in the House of Commons of a motion declaring it expedient to consolidate and revise the Manitoba grain act and inspection and sale act, to establish a board of commissioners to administer the grain trade of Canada and provide for expenses in connection therewith. It is expected that the grain inspection bill the government will present this session will be similar in most respects to that introduced by the Laurier government, but that provisions for taking over the terminal elevators will be amplified.

COLORADO.

Kersey, Colo.—W. C. Fischer, who bot out the Kersey Feed Co., has taken a partner and operates under the firm name of Fischer & Sterling.—E. W. Burke.

ILLINOIS.

Sidney, Ill.—F. B. Scott has bot out Porterfield Bros.

Gridley, Ill.—Boies & Castle have succeeded Gilmore & Boies.

Gridley, Ill.—The Coyle Grain & Coal Co. has installed new scales.

Elkhart, Ill.—I am going away for the winter.—F. J. Hennebury, agt. Beggs & Lynd.

New Holland, Ill.—W. J. Sullivan has installed a Hall Signaling Grain Distributor in his elevator.

Victoria, Ill.—J. W. Butler, who formerly bot grain for A. B. Means at Anchor, Ill., will manage the elevator here.

Dunlap, Ill.—I have leased the South Elevator, which Wallace Matthews purchased from Mr. Bockock of Peoria.

Middlegrove, Ill.—William Courtner has purchased the grain and lumber business at this point of C. E. Coyner & Co.

Lenzburg, Ill.—William Heap has removed the boiler and steam engine from his elevator to replace with a gasoline engine.

East Lynn, Ill.—T. G. Luxton bot elevators here and at Fountain Creek sta., Goodwine p. o., Ill., at bankruptcy sale Nov. 11.

Newman, Ill.—Bankert & Son have installed a B. S. Constant Chain Drag to handle grain automatically a distance of 112 ft.

Valmeyer, Ill.—A 35,000-bu. concrete elevator is being erected here by the Macdonald Engineering Co. for the Salt Lick Milling Co.

Chatsworth, Ill.—Sebastian Glabe, senior member of the grain firm of Glabe & Glabe, will retire from his farm Dec. 20 and move here.

Lane, Ill.—East & Boyce, who purchased the elevator of Emerson Hartsock, have succeeded Lane & Hendrix, who operated it under lease.

Cissna Park, Ill.—E. S. Phillips of Assumption, Ill., has taken possession of the elevator, he recently purchased of J. B. Baumgardner & Co.

Hogans Pit (Cora, p. o.), Ill.—A 21,000-bu. concrete elevator is being erected here by the Macdonald Engineering Co. for the Nanson Commission Co. of St. Louis. It will have 9 bins.

Lawrenceville, Ill.—The Horner Elevator & Mill Co. has equipped its elevator with a No. 12 Standard U. S. Corn Sheller and a Mattoon Pneumatic Car Loader and Cleaner furnished by the B. S. Constant Co.

Franklin Grove, Ill.—We have installed a gasoline engine, an automatic scale, and a manlift in our elevator. The cupola was raised and rebuilt so scale could be installed.—L. A. Seelman, mgr. Farmers Elevator Co.

Galesville, Ill.—Ira Rigdon of Mansfield has been appointed receiver for the Galesville Grain Co. that has been in existence about nine years and was capitalized at \$10,000. Its plant will be sold to satisfy creditors.

Cairo, Ill.—At a recent meeting the Cairo Board of Trade voted unanimously to join the Council of North American Grain Exchanges. A committee was appointed to arrange for a banquet at the annual meeting in January.

New members of the Illinois Grain Dealers Ass'n recently admitted are: A. F. Davis of Arthur; W. T. Hardin, De Land; O. H. Rink, Fullerton sta., Farmer City p. o.; Revell & Quick, Camargo; and E. Smith & Co., Bonfield, Ill.

Lawndale, Ill.—The elevator, under construction for the Lincoln Grain Co. by the Burrell Engineering & Construction Co., will be equipped with a 50-ft. Constant Safety Ball Bearing Manlift and a B. S. C. Chain Drag and Feeder.

Palestine, Ill.—Guy S. Wilson, father of Cliff W. Wilson of the Wilson Grain Co., died recently. He was one of the pioneer grain men of this section and had been in the business at this point for thirty years when he turned it over to his son about ten years ago.

Flagg Center sta., Rochelle p. o., Ill.—Carolus & Grimes of Sterling, Ill., have bot the elevator here of Jesse R. Titus and will operate it.—C. C. Baker. Mr. Titus has conducted the grain business 12 years. He has retained his implement business, residence and farm.

Fletcher, Ill.—A new elevator of cribbed construction, 20x23x34 ft., with brick power house detached, has just been completed here for J. E. Hawthorne of Bloomington, by the Newell Construction Co.—A. Equipment includes a 55-ft. Constant Safety Ball Bearing Manlift.

Ocoya, Ill.—We have leased the elevator here of the Rogers Grain Co. and also operate houses on the C. & A. at Chenoa and Ballard with main office at Chenoa, Ill.—Graham & Bennion. The house at Ocoya was formerly leased by the Farmers Elevator Co. which then operated two.

Urbana, Ill.—When George Reickard, mgr. of the elevator on the Big Four, went to start the engine recently, he found about eight feet of belting cut away. A farmer afterwards reported having seen a crowd of tramps at work mending their shoes and it is believed they stole the leather belting.

At a meeting of the Illinois legislature's road committee in Chicago, Dec. 6, Homer J. Tice, its chairman, declared "we have the poorest roads in the country," altho this is one of the wealthiest states. It has 95,000 miles of highway and its road laws "have been altered so much they now contradict themselves and are useless."

Peoria, Ill.—Receipts of grain in November aggregated 87,000 bus. of wheat, 1,860,231 of corn, 260,000 of oats, 18,700 of rye and 195,600 bus. of barley; compared with 87,000 bus. of wheat, 1,361,652 of corn, 549,138 of oats, 26,400 of rye and 405,300 bus. of barley received in the same month last year. November shipments included 40,000 bus. of wheat, 1,299,216 of corn, 388,873 of oats, 9,700 of rye and 110,300 bus. of barley; against 90,000 bus. of wheat, 720,526 of corn, 845,280 of oats, 6,600 of rye and 181,100 bus. of barley shipped in Nov., 1910.—John R. Lofgren, sec'y Board of Trade.

Caton Farm sta., Minooka p. o., Ill.—Masked burglars entered the elvtr. of M. Truby & Son early in the morning of Nov. 25, wrecked a new \$500 safe with dynamite and escaped with \$25 and valuable papers. Elvtrs. here have been burglarized repeatedly in the last three years, this is said to be the eighth time, and the third robbery this firm has suffered within a year.

Padua, Ill.—A. H. Webber & Son have remodeled their elvtr. and made extensive improvements. A new engine house has been built of concrete blocks and all buildings painted. New machinery was installed thruout, including automatic scales and gravity loading spout, capacity 2,500 bus. per hr., and one stand of elvtrs. with rope drive, all furnished by the B. S. Constant Co.

Hinckley, Ill.—It was the plant of the Neola Elvtr. Co. instead of the Hinckley Grain Co. that burned Nov. 23. It was an old elvtr., out of date, and burned like gasoline; caught from sparks from fire that destroyed lumber yard of Pogue Bros. Co. about two hours before. The fire started from an old stove used to dry cement blocks and the wind was blowing a fierce gale. Elvtr. contained about 62,000 bus. of two-year-old oats besides a stock of lumber, valued at about \$8,000, attached to side of elvtr. Both plants fully insured, writes D. H. Doeden, mgr. Hinckley Grain Co. Neola Co. estimates its loss at \$60,000. The auditor and insurance men were here Nov. 24 and 25 adjusting loss and a large force of men and teams put to work loading the grain saved, into cars to be shipped away. New elvtr. is to be erected within 60 days, equipped with up-to-date machinery, also coal and lumber yards.

Manhattan, Ill.—The recently organized Farmers Eltr. Co. has purchased the elvtr. of M. P. Ferris. Within an hour after the property changed hands 35 loads of corn had been dumped into the cribs. The company will also handle farm products and coal. Mr. Ferris has reserved headquarters at the elvtr. until he can settle up his business, which will require about a month. He will then move away to engage in the grain business elsewhere with his brother.

The claims of three Chicago Board of Trade firms against E. M. Davis were decided Nov. 23 by the master in chancery of Cook County in favor of the plaintiffs. Mr. Davis, who owned and operated elvtrs. at Ellis and Armstrong, Ill., made voluntary assignment last year and named A. S. Bass, a banker of Armstrong, as trustee. Farmer creditors contested the Board of Trade firms' claims on the grounds that most of them resulted from losses in speculation and the transactions were not legal under the gambling act. The decision upheld all the Board of Trade firms' contentions.

CHICAGO NOTES.

The rate of interest on advances on consignments for the month of December has been set by the finance committee at 5½ per cent per annum.

The Young Men's Club of the Board of Trade will give its annual dinner at the Auditorium Hotel, Thursday, Dec. 14, to be followed by election of officers.

Membership in the Board of Trade has been applied for by Wert Reid, Robert H. Lanyon, Walter W. Carr, Siegfried Mayer, Robert E. L. Lewis and Frank A. Cooley. Herman H. Kenkel, the estate of James A. Baker, Henry D. Metcalf and Richard Powell have posted their memberships for transfer. The directors recently bid \$2,000 for each of four memberships.

Receipts of grain in Chicago during November aggregated 1,593,100 bus. of wheat, 7,838,350 of corn, 5,438,000 of oats, 256,000 of rye and 3,215,600 bus. of barley; compared with 1,201,700 bus. of wheat, 8,163,500 of corn, 6,865,800 of oats, 118,500 of rye and 2,427,000 bus. of barley received in the same month last year. November shipments included 1,789,500 bus. of wheat, 3,742,900 of corn, 4,250,200 of oats, 112,200 of rye and 234,800 bus. of barley; against 1,418,500 bus. of wheat, 5,992,300 of corn, 6,886,900 of oats, 34,700 of rye and 755,700 bus. of barley shipped in Nov., 1910.

CHICAGO CALLERS: Henry Brueggemann, Tinley Park, Ill.; C. A. McCotter, sec'y Grain Dealers National Fire Ins. Co., Indianapolis, Ind.; W. C. Babcock, Rensselaer, Ind.

The following have been appointed delegates from the Chicago Board of Trade to the National Board of Trade in Washington, Jan. 16-18, 1912: B. F. Howard, George F. Stone and C. H. Canby.

Arthur B. Earle, recently admitted to membership in the Chicago Board of Trade, is a member of the firm of Sanday & Co. of Liverpool, which has branch houses in India and Argentina.

The Acme Malting Co. incorporated to manufacture malt and any products containing malt or grain; capital stock, \$100,000; incorporators, William P. Rice, Carl M. Mohr and Robert H. Lanyon.

The firm of M. L. Vehon & Co. was dissolved by mutual consent, Dec. 1. Mr. Vehon has acquired all the interests of L. J. Schwabacher in the property and assets of that firm and will continue the business.

The chairman of the call committee gave notice, Dec. 6, that beginning on that date January shipments would be added to "call" for corn; also No. 3 mixed oats would be discontinued and No. 2 white oats substituted.

James S. Templeton feels better. Following charges by Mr. Canby that he had sold wheat below the market he was haled before the directors of the Board of Trade for discipline and possible suspension. At the hearing, the directors permitted Mr. Templeton to talk for over an hour, after which action on the charges was postponed indefinitely.

J. S. Templeton filed charges with the sec'y of the state civil service commission in Springfield, Dec. 8, against Samuel Smith, first assistant grain inspector at Chicago, giving specific instances of alleged neglect of duty. The charges were referred to W. B. Hale, investigator at Chicago, and are said to constitute the first instance of a citizen taking advantage of that section of the new state-wide civil service law that permits filing of charges against state employees.

James S. Templeton has taken into partnership with him his two sons: James E. Templeton who has been in his father's employ for the last 16 years, and Kenneth Templeton, a recent graduate of the Wisconsin Agri. College. The new firm's name is James S. Templeton & Sons; organized Nov. 26, the day after Chief State Grain Inspector W. Scott Cowen and his first assistant, Samuel H. Smith, filed suits against Mr. Templeton for \$50,000 and \$40,000 for alleged slander; when, it is rumored, the banks preferred not to handle his business as personal accounts, hence organization of the new firm.

The Chicago eastbound lines have amended their tariffs, effective on various dates in December, to provide an additional reason for which the transfer allowance of ¼c per bu is allowable—namely: to obtain weight for billing purposes. This feature should be borne in mind in the preparation of claims for the transfer allowance, as outlined in our bulletin No. 144, as the tariffs of the carriers provide that claimants' bills must specifically state thereon one or more of the eight reasons for which the allowance is authorized.—W. M. Hopkins, mgr. transportation dept. Chicago Board of Trade.

The proposed amendment to the rules providing for a special assessment of \$25 a year for the next five years to retire Board of Trade memberships was defeated Dec. 4 by 99, the ballot standing 356 to 257. The present membership is about 1,640, altho the board has but many memberships in the last five years. Reducing the membership would eventually increase annual assessments without decreasing the Board's liabilities. O. W. Clapp's argument against the proposed measure was that the Board would now have on hand a fund of over \$450,000 if the money spent from special assessments and from dues of the canceled memberships had been saved.

Quoting of prices for cash wheat daily in the afternoon papers by Adolph J. Lichstern is only one part of a deep game being played by this past master of wheat market manipulation. His prices for grain in the different public elevators varies with desirability of the grain in those houses. Old No. 2 red in some houses is offered by him as much as 1½ cents under new No. 2 red in other elevators. Coupled with sales at these discounts under December delivery is a proviso that the grain shall be taken out and not resold in the pit. Should the price of futures advance to a high level that will squeeze the short sellers Mr. Lichstern will be able to show that instead of monopolizing cash wheat he has been engaged in strenuous endeavors to distribute the grain.

The newly elected executive committee of the Board of Trade Mutual Benefit Ass'n has appointed Edward G. Heeman to solicit new members and an effort will be made to double the present membership of over 800 and materially increase the amount paid to beneficiaries. As employees of members of the Board of Trade are eligible to membership in the ass'n, several Board firms have declared intention of taking out memberships for their employees who have families, to insure a comfortable sum of money to those dependent on them in the event of death. Cost to new members to join the ass'n is \$4 and application blanks can be obtained from any member of the executive committee.—L. F. Gates, Henry J. Patten, Charles H. Sullivan, Edward Hymers and Louis C. Brosseau; also from Mr. Heeman.

Determined to keep clear of put and call trading the directors of the Board of Trade recently severed wire connections with the Open Board of Trade, where violations of the state law against privileges had become notorious. The directors of the Board of Trade now are and always have been insistent that their own members confine their trading to the indemnity form of insurance against loss, the practical point involved being that the customer buying an indemnity must have an insurable interest, that is, must be either long or short of the market. About 7 members of the Board of Trade are also members of the Open Board, and E. Lowitz circulated a petition which gained several hundred signers, that the Open Board be given the quotations, but the request was denied by the directors Dec. 5.

Harold Mumford, aged 24, son of W. R. Mumford, committed suicide by shooting soon after noon, Dec. 6, while alone in the office of W. R. Mumford & Co. He had been employed as a bookkeeper by his father for five years. He was unmarried and lived with his parents in Evanston. At the inquest a verdict was returned of "Suicide while despondent." His father said: "When Harold was 16 years old he suffered a violent attack of scarlet fever. Since then he had been in ill health. I sent him to a sanitarium but doctors were not able to do much for him. There was no reason save ill health why he should take his life. He was happy, except for his illness, and had no love affair or financial troubles that I know of. At the time of the shooting I, with my younger son, was trading on the Board of Trade."

Sam H. Smith and James S. Templeton have gotten together on the matter of alleged crookedness by the former in the inspection of grain. Mr. Templeton has retracted his charges against Mr. Smith. They were based on an affidavit by D. H. Stuhr. Mr. Smith declared he was willing to leave the matter of his ability as a judge of grain and his fairness to the three men named by Templeton or to Templeton himself to decide. Assistant Chief Grain Inspector Smith during the many years of his connection with the service has always tried to be fair, and it is unjust to hold him responsible for too liberal out-inspection by a house inspector whose work he can not check. Chief Grain Inspector W. Scott Cowen and Ass't Smith had answered Templeton's charges of incompetency with damage suits for \$50,000 and \$40,000 respectively.

Thomas Walters, member of the grain commission firm of Lipsey & Co., died Nov. 27 after a short illness, aged 70. He was born in Wales, moved to Chicago 31 years ago and had been actively engaged in the grain commission business ever since until his last illness. He is survived by two brothers and three sisters who all live in England.

Francis J. Kennett, for many years conspicuous in the grain trade at Chicago and St. Louis, died in San Diego, Cal., Nov. 29. He was a partner of the late John W. Gates and the late Isaac Elwood and was allied with "Nat" Jones in the old firms of Jones, McCormick & Kennett and of Jones, Kennett & Hopkins, which was succeeded by Kennett, Hopkins & Co. founded by Mr. Kennett, which became one of the largest speculative firms on the Board of Trade. Mr. Kennett had been in ill health many years. He retired from the Board of Trade April 9, 1901. Altho afflicted with ataxia his mind was unusually bright. He is survived by five children.

No charge will be made by the C., B. & Q. R. R. Co. for setting cars to private tracks, team tracks or industries located on its own lines, for unloading or loading carload freight received from or to be forwarded to other stations via its line. Its rate on grain of \$6 per car regardless of weight, effective Nov. 9, has been amended by the following provision of Supp. 4 to C., B. & Q. I. C. C. No. 10353, to become effective Dec. 18: "On grain carloads received by the C., B. & Q. R. R. Co. from other lines at Western Avenue or Hawthorne, Ill., switching charge of C., B. & Q. to industries or elvtrs. in Groups A to J inclusive (as provided for in the tariff) will be \$3 per car regardless of weight and on grain, carloads from elvtrs. on C., B. & Q. R. R. to C., B. & Q. R. R. Co.'s track connection with other lines at Western Avenue, \$4 per car of 60,000 lbs. marked capacity or less. On larger cars 10c per 2,000 lbs. or fraction thereof will be added on excess in marked capacity over 60,000 lbs."

INDIANA.

Patoka, Ind.—Paul Kuhn & Co. have succeeded the R. P. Moore Mfg. Co.

Troy, Ind.—We have installed a 1,250-bu. automatic scale.—Peter Backer & Son.

Fowler, Ind.—Wilbert Hawkins has bot out Van Natta Bros.—Lochiel Farmers Elvtr. Co.

Indianapolis, Ind.—Of all the corn received during November only about 30% was contract.—F.

La Porte, Ind.—The J. Street Mfg. Co. will soon ask bids for erection and equipment of an elvtr.

Terre Haute, Ind.—The Vigo Commission Co. has changed its name to Chas. H. Goldsmith & Sons Co.

Monroeville, Ind.—T. J. Bower of Farmdale, Ohio, has purchased the elvtr. operated by us and will take possession Jan. 1.—Ohr & Singer.

Indianapolis, Ind.—R. S. Perry is traveling for the Mutual Grain Co. He has been in business with his father at Danvers, Ill.—Wm. C. Hayward, mgr.

Atherton, Ind.—Cottrell Bros. have improved their plant and installed a B. S. C. Chain Drag and Feeder. They guarded against accidents by putting four Constant Safety Self-Locking Rail Dumps in their driveway.

Monticello, Ind.—Equipment for the 20,000-bu. house to be erected for the Farmers Elvtr. Co. by McAllister & O'Connor will include four B. S. Constant Drags and Automatic Feeders, a 70-ft. Constant Ball Bearing Manlift and two Safety Platform Wagon Dumps.

Rensselaer, Ind.—Babcock & Hopkins have built a 100,000-bu. elvtr. on same foundation as the other except that it was raised; almost completed and are shipping out 10 to 15 cars of corn daily. Have not yet installed driers and cleaners; will install a No. 8 Invincible Receiving Separator.—W. C. Babcock.

Gessie, Ind.—We have remodeled our elvtr., and put on galvanized iron roof and built the cupola 15 ft. higher; also installed a Western Pitless Sheller, Western Gyrating Cleaner, Western Chain Feed, Western Improved Distributor, Western Man Lift, 1,250-bu. automatic scales and team scales.—W. S. Lasley & Son.

Rosston, Ind.—Merritt & English are building an elvtr. Equipment will include a No. 25 U. S. Grain Cleaner, a No. 2 U. S. Fan Discharge Corn Sheller, two water tight elvtr. boots, two Safety Platform Wagon Dumps, a 60-ft. Constant Safety Ball Bearing Manlift and a 1,000-bu. automatic scale to be furnished by the B. S. Constant Co.

Pendleton, Ind.—Attorneys of Anderson, Ind., have asked for a receiver for the Pendleton Mfg. Co. because of an account of \$150 alleged to be due them. The Pendleton Co.'s plant, elvtr. and mill, burned last May and the lawyers charge that when the insurance was collected their account and a judgment in court were not settled, so ask a receiver to try to collect assets derived from insurance policies.

New members of the Indiana Grain Dealers Ass'n are: The Bowers-Niblick Grain Co., Decatur; Crabb & Fitton, New Harmony; D. J. Cope, Lewisville; Clifton Coohee & Co., Boyleston; Farmers United Co-op. Elvtr. & L. S. Ass'n, Wheatland; Garrison Grain Co., North Grove; C. W. Hinkle & Co., Rushville; Lochbridge & Ashby, Roadside; McKinney & Smithson, Hazelrigg; Morgan & Stafford, Marco; Milner & Grube, Plymouth; Phillips & Ross Grain Co., Rosedale; Pears-East Grain Co., New Carlisle; Shire Bros., Westville; T. O. Stanley, Lyons Station; C. W. Vernon & Son and the Union Grain & Coal Co. of Anderson, Ind.—Chas. B. Riley, sec'y.

IOWA.

Moorland, Ia.—The Farmers Elvtr. Co. has been dissolved.

Baldwin, Ia.—We intend to build an elvtr. here soon.—Hatch & Brockman.

Mitchellville, Ia.—We are installing a feed mill in our elvtr.—Barrett Bros.

Charles City, Ia.—F. H. Iblings of Parkersburg is preparing to erect an elvtr.

Lacona, Ia.—Elvtr. of G. L. Stewart & Co. burned recently; loss, about \$5,000.

North Liberty, Ia.—We will install an automatic scale.—A. J. Wray, North Liberty Elvtr. Co.

Merrill, Ia.—I am no longer in the grain business.—F. A. Nickel, former agt. Golden West Grain Co.

Rhodes, Ia.—George Gilbert has had an annex built to his elvtr. by the Newell Construction Co.

Goldfield, Ia.—The Farmers Elvtr. Co. is having its house remodeled by the Newell Construction Co.

Grinnell, Ia.—We have installed a corn sheller in our elvtr.—M. O. Hocum, mgr. Farmers Elvtr. Co.

Tripoli, Ia.—Stanley R. Smith will have his elvtr. completely remodeled by the Newell Construction Co.

Northwood, Ia.—The Farmers Co-op. Elvtr. Co. has bot out Eckhart & Williams.—H. P. Rasmussen, mgr.

Mt. Pleasant, Ia.—Hayes & Hemmings of New London, Ia., are considering building a 40,000-bu. elvtr. at this point.

Nevada, Ia.—The Farmers Elvtr. Co. has had its house overhauled and bot up-to-date by the Newell Construction Co.

Tama, Ia.—O. P. Beale & Co. have purchased machinery from the Orr-Newell Co. and will have their elvtr. remodeled.

Kamrar, Ia.—The Farmers Elvtr. Co. is improving its house and installing machinery to treble its elevating capacity.

Brunsville, Ia.—Work on the 25,000-bu. house of the Hoese Elvtr. Co. is progressing as rapidly as weather will permit.

Galbraith, Ia.—Wm. W. Stone has resigned as local mgr. for the Western Elvtr. Co. and will do automobile repair work.

Osceola, Ia.—S. E. Hicks died Nov. 30.

Malcom, Ia.—A farmers' company intends to build an elvtr. at this point.—M. O. Hocum, mgr. Farmers Elvtr. Co., Grinnell, Ia.

Nugent, Ia.—We contemplate building an elvtr. here to replace the one burned recently.—E. J. Wood, of Jackson Grain Co.

Williamsburg, Ia.—The 25,000-bu. cribbed elvtr. built for W. F. Harris by the Newell Construction Co. has been put into operation.

Hinton, Ia.—P. P. Wiminiskirchen from Bruce, N. D., has succeeded me as agt. here for the Edmonds-Londergan Co.—W. T. Mahaffy.

Nichols, Ia.—Foley Bros. have equipped their wagon dump with the Eclipse Automatic Dump Controller furnished by the B. S. Constant Co.

Lone Tree, Ia.—D. M. Riggs has had his elvtr. overhauled, put in first-class condition and arranged for transient work, by the Newell Construction Co.

Titonka, Ia.—Material is on the ground for the new elvtr. of the Iowa Grain Co. to replace the one burned in October. The Newell Construction Co. is doing the work.

Randall, Ia.—The Neel Grain Co. has let the contract to the Newell Construction Co. for the complete remodeling of its plant recently purchased from C. P. Christianson.

Fairfield, Ia.—Sanford Ziegler has let the contract to the Newell Construction Co. to remodel his elvtr., install motors and a corn-sheller plant and make same up-to-date.

Rowan, Ia.—Virden & Heath have bot a half-interest in the elvtr. of Heath & Dix, which is being repaired. Mr. Baldwin will operate it when it is ready to receive grain.

Center Point, Ia.—The Farmers Co-op. Grain & L. S. Co. is having a 47-ft. Constant Safety Ball Bearing Manlift installed in its elvtr. in process of erection by the Newell Construction Co.

Woden, Ia.—The Farmers Elvtr. Co. is not the only grain dealer at this point as erroneously reported after it bot the house of the Iowa Grain Co. I am still in the grain business here.—C. A. Lawler.

New London, Ia.—The Farmers Elvtr. Co. has put a roller bearing, overhead, all-iron wagon dump in the driveway and is installing distributors in its elvtr. recently remodeled by the Newell Construction Co.

Truesdale, Ia.—The Farmers Elvtr. & Supply Co. incorporated by G. R. Fanning, A. J. Miller, Wm. Bice, Thomas Carney and others; capital stock, \$20,000; has bot the elvtr. of the Skewis Grain Co. and took possession Dec. 1.

Farrar, Ia.—Ingles Bros. have taken into court the abandonment of their three elvtrs. here and at Goddard sta., Colfax p. o., and Loring sta., Maxwell p. o., Ia., because the Ft. D. & Sou. and the Interurban Electric ceased to run cars over the line.

Keosauqua, Ia.—I intend to enlarge my grain warehouse in the spring and double the size of my flour house; am cramped for room to carry on business and have been compelled to rent outside buildings this season owing to heavy hay trade.—C. P. Whitney.

KANSAS.

Cherokee, Kan.—The Kelso Grain Co. has put its new elvtr. into operation.

Chapman, Kan.—Their new elvtr. has been completed for Poor & Knight.

Padonia, Kan.—A farmers' elvtr. company is being organized and will be incorporated.

Mahaska, Kan.—G. E. Vining is covering his elvtr. with iron siding and putting on a new roof.

Topeka, Kan.—Whitney & Siebert have opened a commission business with offices in the New England Bldg.

Willis, Kan.—J. J. Comer is remodeling the elvtr. he recently purchased from Harpster Bros. to use it for storage.

De Soto, Kan.—Gardner & Anderson have installed a 49-ft. Constant Safety Ball Bearing Manlift in their new elvtr.

New Cambria, Kan.—House of the Hoffman Elvtr. Co. burned in the morning of Dec. 4. It contained considerable grain.

Peabody, Kan.—The Stevens-Scott Grain Co. has built large corn cribs and is repairing its elvtr. and installing new scales.

Lawrence, Kan.—W. H. Pendleton, who recently sold out to the Lawrence Grain & Produce Co., has gone into the canning business.

Offerle, Kan.—The Offerle Grain & Supply Co. has built an iron-clad warehouse 20 ft. from its elvtr., in which to handle produce and feed.

Severance, Kan.—The John H. Lynd M. & Elvtr. Co. has installed a No. 4 U. S. Fan Discharge Corn Sheller and a B. S. C. Chain Drag and Feeder in the house it recently purchased here.

Wichita, Kan.—Wichita received in November 476,300 bus. of wheat, 175,200 of corn, 24,000 of oats and 25,000 bus. of kafir corn, and shipped 170,500 bus. of wheat, 96,000 of corn, 11,500 of oats and 20,000 bus. of kafir corn.—Jas. H. Sherman, sec'y Board of Trade.

Wichita, Kan.—L. E. Moses, pres. of the recently organized Kansas Consolidated Mills Co., which owns a large line of elvtrs., says it is the company's plan to provide storage at Wichita so that during the early movement of the crop a larger portion can be retained for home use.

KENTUCKY.

Louisville, Ky.—Callahan & Sons have disposed of their flour business and will devote all their attention to receiving and shipping grain.

LOUISIANA.

New Orleans, La.—Exports of grain in November aggregated 2,053 bus. of wheat, 114,278 of corn and 8,283 bus. of oats; compared with 183,794 bus. of corn and no wheat or oats exported in November last year. During the three months prior to Dec. 1 exports aggregated 189,993 bus. of wheat, 506,174 of corn and 12,043 bus. of oats; against 82,349 bus. of wheat, 830,169 bus. of corn and no oats exported in the corresponding months of 1910.—W. L. Richeison, chief grain inspector, Board of Trade.

MARYLAND.

The Maryland State Grange opened its annual exhibition Dec. 4. During the exhibition governors from western and southern states inspected the display of Maryland products. Five hundred square feet of space was devoted to the display of grain and corn raised in the middle counties of the state. Wheat and corn produced by the farmers of the Eastern Shore astonished spectators.—W.

BALTIMORE LETTER.

O. W. Benedict, formerly of Chicago, is now with the grain inspection department of the Baltimore Chamber of Commerce.

Chamber of Commerce memberships of C. R. Kendig, Chas. Ruhstrat and H. G. Luttgerding have been transferred.—Jas. B. Hessong, sec'y.

Exports in wheat for November aggregated 1,103,697 bus.; against 442,542 in November, 1910. Corn exports for the months totaled 106,601 bus.; against 539,190 in 1910.—W.

The following applications for membership in the Chamber of Commerce have been filed: Matthew S. Atkins, Jr., Henry S. Warfield, Comegys S. Brown, F. W. Florenz, Joseph C. Turner and Francis K. Carey, Jr.—W.

Much interest will be taken by members of the Chamber of Commerce in the convention of the National Board of Trade to be held in Washington, D. C., Jan. 16-17. Charles England, Robert B. Ramsay and Louis Muller will represent the Baltimore Chamber.—W.

A number of lots of buckwheat grain has arrived and is selling around 70c per bu.—W.

Nearly 2,000,000 bus. of wheat is now in Baltimore elvtrs. awaiting foreign shipment. A ready sale awaits all arrivals of southern wheat and the market is steady on prime wheats. Private cables received by members of the Chamber of Commerce indicate a good foreign demand for futures.—W.

Pres. F. A. Meyer, of the Chamber of Commerce, headed a delegation of Baltimore grain men to meet the western governors who visited Baltimore in their special train, Dec. 8. The Baltimoreans were especially interested in the exhibits of western products brought here by the governors. Grain and corn, alfalfa and kindred products attracted much attention.—W.

The legislative committee of the Associated Boards of Trade of Maryland held a meeting in this city and drafted plans to get favorable laws for grain men and bankers before the legislature which convenes, Jan. 6, 1912. J. Collin Vincent read an interesting paper on co-operation of the bankers of the state with the bankers of Baltimore for the general benefit of farmers thruout the state.—W.

Baltimore received in November 1,306,469 bus. of wheat, 456,345 of corn, 48,294 of oats, 104,093 of rye and 1,197 bus. of barley; compared with 775,996 bus. of wheat, 539,125 of corn, 110,218 of oats, 88,425 bus. of rye and no barley received in the same month last year. November shipments included 1,103,697 bus. of wheat, 106,601 of corn and 600 bus. of oats; against 442,542 bus. of wheat, 539,190 of corn and 130 bus. of oats shipped in Nov., 1910.—Jas. B. Hessong, sec'y Chamber of Commerce.

The joint committee of members of the Chamber of Commerce and of the Baltimore Clearing House appointed to devise a plan for the examination of future bills of lading is now considering much data which will result in the creation of a clearance bureau to deal with order Bs/L used as collateral in obtaining sums of money from banks. This action is the outgrowth of the recent forgeries practiced on Baltimore banks by Pembroke W. Pitt and Harry C. Hindes, formerly well known members of the Chamber of Commerce. The clearance bureau will be conducted under the direction of the traffic bureau of the Baltimore Chamber, of which Mr. Herbert Sheridan is chief. The joint committee is composed of William Ingle, cashier of the Merchants National Bank, Eugene Levering, president of the National Bank of Commerce, Harry B. Wilcox, president of the First National Bank and George S. Jackson, of the Chamber of Commerce.—W.

MICHIGAN.

Bad Axe, Mich.—The Bad Axe Grain Co. has recently installed a Hess Ideal Drier.

Kinde, Mich.—The Farmers Grain Co. of Kinde has installed a 59-ft. Constant Safety Ball Bearing Manlift in its new elvtr.

Detroit, Mich.—Botsford & Barrett have installed a 40-ft. Constant Safety Ball Bearing Manlift in their elvtr. in West Detroit.

Bancroft, Mich.—W. O. Calkins has purchased the elvtrs. of W. H. Payne & Son here and at Shaftsbury, Mich., and will operate this one himself.

MINNESOTA.

Oklee sta., Grit p. o., Minn.—Some talk of building an elvtr. here.

Houston, Minn.—The Houston Elvtr. Co., incorporated, began business Dec. 1.

Melby, Minn.—Johnson & Palmquist have rented the house of the Farmers Elvtr. Co.

Karlstad, Minn.—The Commercial Club is considering organizing a farmers' elvtr. company.

Doran, Minn.—The St. Anthony & Dak. Elvtr. Co. closed its house here Nov. 30.—J. J. Brady.

Appleton, Minn.—Walter Buchanan from Holloway, Minn., took charge of the house here of the Northwestern Elvtr. Co., Dec. 1.

Newfolden, Minn.—Tom Kolstad and Ole Kjielle have been appointed to sell stock for the farmers' company organized to build an elvtr.

Walters, Minn.—I am now with the Western Elvtr. Co. which took over this house from the Federal Elvtr. Co. We handle grain and coal.—R. E. Ludke, agt.

Frost, Minn.—W. C. Anderson is now local agt. for the Independent Grain & Lbr. Co. He succeeded Jack Leegard, who followed me.—P. J. Fibelstad, Hayward, Minn.

Stanton, Minn.—Thomas Lawler, pres. of the Stanton Farmers Elvtr. Co., which recently sold out to Sheppard & Alexander, asks that all accounts be presented before Jan. 1.

Duluth, Minn.—John H. Ball was admitted to membership in the Board of Trade in November and John A. McAuley withdrew from membership.—Chas. F. Macdonald, sec'y.

Argyle, Minn.—A. W. Headrick has purchased the elvtr. of the Interstate Grain Co. He manages the house of the Farmers & Merchants Elvtr. Co. and will continue to do so until July 1.

Warroad, Minn.—At a recent meeting stockholders of the Farmers Elvtr. Co. of Roseau voted to increase their capital stock by \$5,000 and make arrangements to buy grain at this point, intending to build an elvtr. here next summer.

Morton, Minn.—The eltr. interests of this town agreed to handle the farmers' grain less freight and other charges which amounts to 8c per bu., as we had a poor crop; we came to this understanding between ourselves, as there is only the Farmers' Eltr. in town besides our own. We believe about as much of the 1910 crop is in farmers' hands as of the 1911.—W. H. Castle, mgr. Morton Merchants Mlg. Co.

Duluth, Minn.—Receipts of grain in November aggregated 6,362,077 bus. of wheat, 804,328 of oats, 1,037,839 of barley and 119,868 bus. of rye; compared with 4,032,673 bus. of wheat, 113,255 of oats, 1,235,871 of barley and 48,276 bus. of rye received in November, 1910. November shipments included 6,423,726 bus. of wheat, 858,152 of oats, 1,873,130 of barley and 120,112 bus. of rye; against 4,746,840 bus. of wheat, 104,522 of oats, 1,889,045 of barley and 119,544 bus. of rye shipped in the same month last year.—Chas. F. Macdonald, sec'y Board of Trade.

MINNEAPOLIS LETTER.

Hart Putnam is running a joint account with W. S. McLoughlin & Co. He formerly sold coarse grains for E. S. Woodworth & Co.

New members of the Chamber of Commerce admitted in November are: Jacob Hiniker, Jas. N. McKindley and August C. Dahl.—John G. McHugh, sec'y.

J. G. Walters, formerly in the grain business here and afterwards in the commission business at Sioux Falls, S. D., was recently sentenced to a year in the state penitentiary on charge of an assault with a dangerous weapon.

The Chamber of Commerce will vote, Dec. 11, on amending its rules governing liens on memberships. At present when one member holds a lien on another's membership it can be enforced after the expiration of a year. The proposed amendment would change this to permit enforcement after 90 days.

Minneapolis received in November 12,723,950 bus. of wheat, 672,520 of corn, 1,073,490 of oats, 3,180,840 of barley and 384,920 bus. of rye; compared with 8,185,720 bus. of wheat, 854,130 of corn, 1,266,500 of oats, 2,291,470 of barley and 153,490 bus. of rye received in the same month last year. November shipments included 2,111,900 bus. of wheat, 183,100 of corn, 421,120 of oats, 2,576,440 of barley and 83,640 bus. of rye; against 1,773,120 bus. of wheat, 515,160 of corn, 1,270,450 of oats, 1,892,870 of barley and 122,670 bus. of rye shipped in Nov., 1910.—John G. McHugh, sec'y Chamber of Commerce.

The Rocky Mt. Elvtr. Co., a Washburn-Crosby auxiliary, has been granted corporation privileges in the Minneapolis Chamber of Commerce.

The F. H. Peavey Co. has discharged all its \$2,000,000 indebtedness by collateral trust notes, according to the statement issued Nov. 28 by F. B. Wells, vice pres. of the company. Issuance of these notes was made necessary by the indebtedness of the Peavey Grain Co. of Chicago to the Minneapolis firm. The financial difficulties dated from the death of James Pettit in Chicago last summer.

The R. R. and warehouse commission held a hearing Dec. 8 on the application of the Gt. Northern for permission to abandon the switching rate of \$1.70 per car on grain between Minneapolis and Minnesota Transfer, Minn., and substitute a charge of 2c per cwt. The Northwestern Elvtr. Co. protested on the ground that the proposed rate would increase the cost of transportation between the two points to \$12 per car.

MISSOURI.

Asbury, Mo.—Chas. Kerr has equipped his elvtr. with a U. S. Fan Discharge Corn Sheller.

Gilliam, Mo.—I am installing a 15 h. p. oil engine in my feed mill and will also install a first class 50 to 60 bu. capacity corn and cob crusher.—G. M. Fowler.

Canton, Mo.—We have bot the elvtr. of P. N. Hanna and are operating it in connection with our large warehouse here. Mr. Hanna has gone out of the grain business.—Haney & Wiss.

Kansas City, Mo.—Receipts of grain at Kansas City during November included 1,215,600 bus. of wheat, 1,029,600 bus. of corn, 486,200 bus. of oats, 23,800 bus. of barley, 2,200 bus. of rye and 226 cars of kafir corn; compared with 2,598,900 bus. of wheat, 800,400 bus. of corn, 350,200 bus. of oats, 23,800 bus. of barley, 7,700 bus. of rye and 120 cars of kafir corn received during November, 1910. Shipments for the month included 1,315,200 bus. of wheat, 734,400 bus. of corn, 345,100 bus. of oats, 33,600 bus. of barley, 3,300 bus. of rye and 187 cars of kafir corn; against 2,929,200 bus. of wheat, 642,000 bus. of corn, 311,100 bus. of oats, 33,600 bus. of barley, and 2,200 bus. of rye shipped in November, 1910.—E. D. Bigelow, sec'y Board of Trade.

ST. LOUIS LETTER.

Quinlivan Bros. will build a 50,000-bu. concrete elvtr. and warehouse.

Frederick P. Brockmann of the F. P. Brockmann Grain Co. died Nov. 25. Mr. Brockmann has been in the grain business since 1893.

John F. Comerford, chief grain inspector at the Burlington Elvtr. and former ass't in the U. S. grain standardization laboratory, died Nov. 29 of pneumonia.

The Miller Grain & Elvtr. Co. recently suffered a loss of \$300 by fire which destroyed a building owned by it but which was occupied by another firm. The building was valued at \$1,500.

Daniel J. Hancock, Sr., died Nov. 29. Mr. Hancock was one of the founders of the Merchants Exchange and at the time of his death was the oldest surviving member. He has been in the grain business for over 20 years.

B. F. Hargis, of the B. F. Hargis Grain Co., Kansas City, and Max M. Patton, of Taylor & Patton, Des Moines, Ia., were admitted to membership in the Merchants Exchange during November. Certificates transferred were Theodore Franklin Bliss, Jr., and U. G. Pedersen.—Eugene Smith, Ass't Sec'y.

"Uniform Contracts" and "Buyers Assume Switching Charges" was discussed by R. J. Pendleton; "Team Track Scales" by R. P. Annan, Jr.; "Moisture Percentages" by Marshall Hall and C. H. Langenberg, and "Arbitration with Grain Dealers' Ass'n" by J. L. Messmore, at a recent dinner of the St. Louis Grain Club, at which several new members were taken in.

Receipts of grain at St. Louis during November included 7,163 sacks and 921,800 bus. of wheat, 2,310 sacks and 1,189,200 bus. of corn, 60 sacks and 360,200 bus. of oats, 24 sacks and 11,000 bus. of rye and 6,036 sacks and 228,200 bus. of barley; compared with 21,231 sacks and 1,603,800 bus. of wheat, 6,132 sacks and 931,200 bus. of corn, 1,853,000 bus. of oats, 60 sacks and 31,900 bus. of rye and 483,000 bus. of barley. Shipments for the month included 916,560 bus. of wheat, 13,500 sacks and 572,360 bus. of corn, 24,280 sacks and 680,180 bus. of oats, 3,150 bus. of rye and 3,480 bus. of barley; compared with 6,560 sacks and 1,318,590 bus. of wheat, 12,230 sacks and 479,750 bus. of corn, 23,030 sacks and 1,155,510 bus. of oats, 47,850 bus. of rye and 10,010 bus. of barley shipped in November, 1910.

A manifesto outlining the fundamental principles of the insurgents' platform has been issued by R. R. Boisselier, head of the insurgent element of the Merchants Exchange, in which he states that the exchange is primarily an organization of merchants engaged in all lines of business and should not be conducted with the benefit of grain dealers, millers or any other particular line of business as its main object. He proposes a number of changes, among them the abolishment of the Traffic Bureau, which costs \$15,000 a year to maintain, and the making of the Weighing Department self-sustaining. He also proposes that the flour, provision and seed inspection fees should be raised to equal the expense. The transfer fee should be fixed for all time and should be reduced from \$100 to what it was originally, \$5. The annual dues should be fixed for all time at \$40, enough to pay all the legitimate expenses and leave a surplus. All memberships in outside organizations would be dropped by the exchange as a body. Will the grain dealers and millers organize an exchange of their own?

MONTANA.

Philipsburg, Mont.—The Missoula Chamber of Commerce is considering the erection of a grain elvtr. and mill at this place.

Glendive, Mont.—The Farmers Grain Co. is negotiating with Mr. Arbogast for his elvtrs., sites, etc., at this station. W. J. Berry, Mr. Glaspool, Chas. McCrossen and others are the stockholders in the Farmers Grain Co. The Valley Mercantile & Lumber Co. has secured a site for its elvtr. here and is rushing it to completion.

Willow Creek, Mont.—The Farmers Elvtr. Co. has been organized here with John Walbert, pres.; Cromwell West, sec'y, and Enoch Tinsley, treas. The company will be incorporated with a capital stock of \$25,000, \$5,000 paid in and will build a 30,000 bus. elvtr. on the Chicago, Milwaukee & Puget Sound R. R., to be ready for use in the spring.

NEBRASKA.

Beatrice, Neb.—The Derby Grain Co. of Sabetha, Kan., has bot the elvtr. of the Conlee & Arthur Co. here.

Union, Neb.—Wm. Mueller, of Elmwood, has bot the elvtr. of W. B. Banning and will take possession Jan. 1.

Roca, Neb.—We are considering the enlargement of our elvtr., as the present one is old and we need a new one.—Roca Grain & Coal Co.

Omaha, Neb.—Receipts of grain at Omaha during November included 801,600 bus. of wheat, 865,200 bus. of corn, 520,200 bus. of oats, 13,200 bus. of rye and 603,400 bus. of barley; compared with 885,600 bus. of wheat, 445,200 bus. of corn, 710,600 bus. of oats, 28,600 bus. of rye and 106,400 bus. of barley received in November, 1910. Shipments during the month included 638,000 bus. of wheat, 421,000 bus. of corn, 553,500 bus. of oats, 1,000 bus. of rye and 86,000 bus. of barley; compared with 490,000 bus. of wheat, 503,000 bus. of corn, 661,500 bus. of oats, 23,000 bus. of rye and 32,000 bus. of barley shipped during the same period in 1910.—F. P. Manchester, sec'y Grain Exchange.

Hastings, Neb.—E. A. Twidale & Co. have succeeded the J. M. Sewell Co., Mr. Twidale being mgr.

Thurston, Neb.—The Holmquist Grain & Lumber Co. has equipped its elvtr. with 140 Omaha Elvtr. Buckets.

NEW ENGLAND.

Stamford, Conn.—Jeremiah Miller, wholesale grain dealer, died Nov. 5, of heart disease.

NEW YORK.

Potsdam, N. Y.—H. J. Sanford has completed a 20,000-bu. elvtr. equipped to unload grain from car to bins.

Darien Center, N. Y.—C. H. Coward & Co. of South Byron, N. Y., has bot the elvtr. of L. G. De Muth here and now own and operate four small grain elvtrs.

Buffalo, N. Y.—The Buffalo Creek Transfer Co. suffered a loss of \$30,000 by fire and water Nov. 25, when fire attacked its elvtr. containing 30,000 bus. of grain for a second time this year, causing a total loss on the grain.

New York, N. Y.—H. H. Sevier, Albert W. Peer and James A. Maguire under the firm name of Sevier & Co. have taken over the business of L. G. Quinlan & Co. the latter firm having been dissolved by mutual consent. The L. G. Quinlan Co. was organized in St. Louis in 1857, moving later to Chicago and then to this city.

Albany, N. Y.—The jury in the case of Gibson Oliver, who as former treas. and mgr. of the defunct Durant & Elmore Co. which is alleged to have borrowed hundreds of thousands of dollars from various banking institutions, by means of false Bs/L, thru its offices in Albany, Buffalo, Chicago, and Boston, was charged with grand larceny in the first degree, was discharged by Supreme Court Justice Cochran after eight hours unsuccessful deliberation, no agreement being reached. This is the second jury to disagree on the case, the former trial occurring last July.

NORTH DAKOTA.

Baden, N. D.—The elvtr. of the Royal Elvtr. Co. containing 3,000 bus. of grain burned Nov. 19.

Northwood, N. D.—Chas. Gustafson will buy grain and keep books for the Northwood Mill & Light Co.

Underwood, N. D.—The elvtr. of the Underwood Farmers Elvtr. Co. was closed Nov. 25 on account of short crop.—C. F. Schoen, agt. Occident Elvtr. Co.

Cavalier, N. D.—The elvtr. of McCabe Bros., containing 16,000 bus. of wheat, burned recently. Loss very nearly covered by insurance.

New England, N. D.—The Empire Elvtr. Co. has completed its 30,000 bu. elvtr. and coal sheds here and are now in operation. F. S. Thorsgaard is agt.—E. J. Freeman.

Aneta, N. D.—The Aneta Farmers Grain Co. incorporated; capital stock \$5,000; directors, N. A. Klaster, Adolph J. Hurd, R. C. Aasen, J. E. Fodness and T. O. Kuso.

Edmore, N. D.—A. N. Sarbo of Crosby, N. D., has succeeded S. S. Schell as agt. of the Burgess Elvtr. Co. Mr. Schell has gone to Grants Pass, Ore., for the winter.—C. E. Burgess.

Mapes, N. D.—The elvtr. of the Hartin Grain Co., containing 25,000 bus. of grain, burned Nov. 25. The fire was caused by a pulley that had worked loose and came in contact with timbers.

Page, N. D.—A verdict of \$1,000 with interest at 7% since 1907 was awarded the Page Farmers Elvtr. Co. Nov. 28 in its suit against W. Thompson. The defendant purchased an elvtr. here and agreed to sell it to the Farmers Elvtr. Co. for the amount that it cost him, claiming it to be \$6,000. The real purchase price being only \$5,000, the plaintiff entered suit to recover the \$1,000 claiming it had been defrauded of that amount.

Berlin, N. D.—The Berlin Farmers Elvtr. Co. has disbanded.

Durbin, N. D.—The Durbin Farmers Elvtr. Co. has built an iron clad 40,000-bu. elvtr., equipped with a 15-h.p. Otto Gas Engine, a No. 5 Monitor Cleaner, a 15,000-lb. Richardson Automatic Shipping Scale, manlift and two elvtr. legs. L. Buege had the contract.—Durbin Farmers Elvtr. Co.

Fargo, N. D.—The North Dakota State Railway Commission will prosecute all North Dakota elvtrs. operating without a license or bond. It is claimed that 300 of the 1,200 elvtrs. in the state have not taken out a license or given bonds, and as crops are light this season, these elvtrs. have operated when those who have paid license and given bonds were compelled to close. Notification will be sent to all elvtr. owners and operators in North Dakota by the Commission.

Williston, N. D.—Geo. Reed, recently charged with obtaining grain on worthless checks has been released and fully exonerated. Mr. Reed made an agreement with a North Dakota banker to buy grain with the understanding that the banker was to pay for it and in view of this arrangement he purchased \$20,000 worth and issued checks on the banker for the amount. These checks were protested, the banker fearing a loss on the deal, and farmers complained that they had been cheated. The purchased grain will be sold and the proceeds used to settle the claims of the farmers.

OHIO.

Plymouth, O.—C. R. Einsel of Bloomville, O., has bot the elvtr. of Atyeo Bros.

Vanlue, O.—I am now mgr. of the elvtr. operated by Chas. Sutter.—H. B. Tippin.

Amlin, O.—We are adding a new ear corn elvtr. to our plant here.—Latham Bros.

La Rue, O.—Milton Markey has engaged in the grain, coal and feed business here.—J. M. Markey.

St. Marys, O.—We have completed the remodeling of our mill, have installed new Nordyke & Marmon machinery thruout.—F. F. Folk.

De Graff, O.—We have remodeled our mill here and installed an entire equipment of machinery from The Wolf Co.—Buckland Mfg. Co., Celina, O.

Liberty Center, O.—The Co-operative Elvtr. Co. has been organized; capital stock \$10,000; John A. Wright, who recently bot the elvtr. of Long & Anderson, is mgr.

Batson, O.—The Brady Grain Co. have bot another No. 2 U. S. Fan Discharge Sheller, of the B. S. Constant Co. to be used in case of accident to the original sheller.

Urbana, O.—W. A. Nutt died Nov. 30 after a lingering illness of heart disease. Mr. Nutt has been engaged in the grain business since the close of the war and has owned and operated the W. A. Nutt Elvtr. here since 1898. Burial was at Sidney, O., Dec. 2.

Irwin, O.—Mr. Wes Hardman of Woodstock, O., the noted anti-scoop shovel man who sold his elvtr. to the writer and swore that he would have his right arm cut off before he would be guilty of buying grain in that manner, is scoop shoveling at Woodstock, O.—Howard Townsend.

Kalida, O.—Our elvtr. and grist mill burned Nov. 10, the cause of the fire being unknown but it is supposed to have been the work of an incendiary, as the padlock of the boiler room was found several feet from the building, unburned, with the staple with which it was nailed to the door still in the lock. The discovery of the flames, apparently coming from the boiler room, was made too late to save the building. The total loss on the elvtr. and contents is about \$21,000, insurance \$9,500. We are doing business at our other elvtr. here, but as it is not large enough to handle all our business, we will rebuild the burned elvtr. or remodel the plant in which we are now located, at once.—The Kalida Milling & Grain Co.

Unionville Center, O.—H. Hall has recently installed a new 25 h. p. Superior Gasoline Engine in his elvtr.

McComb, O.—J. W. Long has bot the elvtr. of the defunct Travis-Emmick Co., which has recently been operated under lease by Chas. Sheler.

CINCINNATI LETTER.

Francis B. James delivered an address on the proposed new B/L at a meeting of the Grain Dealers Club Dec. 4.

The mortgage indebtedness of the Chamber of Commerce, involving the sum of \$115,000 with 5% interest, held by the Equitable Life Insurance Co. of New York, was paid off by the Board of Directors Dec. 1.

The directors of the Chamber of Commerce have granted the request of the Grain Dealers Ass'n for a call board and it will soon be in operation. The call will be held daily except Saturday at 1:15 p. m. The Board also passed modifications of the general trading rules, by providing for an allowance of a 6% per annum interest charge on money advanced on consignments, the interest to be charged from the time of the advancement, and by allowing the seller to demand 80% of the contract price on a basis of the country shippers' weights, by 1:15 p. m. on the day following the sale, except on Saturday, when the time is fixed as 12 m. Grain men began the enforcement of the new rules and changes Nov. 29 but Sup't Caulkins called off the enforcement on account of some injustices noted and will suspend them until some of the lesser discrepancies are adjusted.

TOLEDO LETTER.

The Produce Exchange Co., which has owned the Exchange Bldg., was dissolved Nov. 20.

Charles Rockwell, member of the New York Produce Exchange, has made application for membership in the Produce Exchange and will engage in the hay and grain business here.

Normal conditions again prevail in the elvtrs. here. Wheat is showing the effect of a steady withdrawal and there is more available room for corn and the other grains. The question of demurrage accruing during the congestion has not been settled.

The directors of the Produce Exchange will act at an early date on the question of a threatened advance in office rentals made by the new owners of the Produce Exchange building. The amount practically doubles the present rental and as it is considered uncalled for, and as there are several available locations, it is probable that there will be a general exodus from the building.

Receipts of grain at Toledo during November included 358,000 bus. of wheat, 321,900 bus. of corn, 102,000 bus. of oats and 2,000 bus. of rye; compared with 506,000 bus. of wheat, 338,100 bus. of corn, 300,000 bus. of oats and 7,000 bus. of rye received in November, 1910. Shipments during the month included 169,400 bus. of wheat, 103,900 bus. of corn, 203,700 bus. of oats and 1,200 bus. of rye; compared with 72,600 bus. of wheat, 164,500 bus. of corn, 294,800 bus. of oats and 6,000 bus. of rye shipped in November, 1910.—A. Gassaway, sec'y Produce Exchange.

OKLAHOMA.

Blanchard, Okla.—The Blanchard Mill & Elvtr. Co. has gone out of business.

Oklahoma City, Okla.—The Semple Feed Co. will install a Hall Signaling Grain Distributor in its elvtr.

Durant, Okla.—W. H. Hardage has bot the interests of Charles Hardage, formerly mgr. of the Farmers Grain Co.

PENNSYLVANIA.

Dillsburg, Pa.—H. Cook & Co. have succeeded Cook, Deardorff & Co.

Warren, Pa.—A company to be known as the Warren Grain & Elvtr. Co. with a capital stock of \$75,000 is being formed by

a number of citizens headed by W. G. Jenkins, a wholesale grain dealer, to build a large elvtr. in the West, at a point to be selected later.

PHILADELPHIA LETTER.

New corn is beginning to move freely from the West and offerings are very liberal.—C.

S. F. Scattergood, well known in the grain business, has taken out an individual membership in the Commercial Exchange.

The latest new membership, including re-adjustments, in the Commercial Exchange organization are: A. Eckfield Davis, W. J. Koch and S. C. Woolman & Co.

Buyers are running away from corn and do not want to make any bid that is at all in line. Ohio and Indiana are especially anxious to sell, many firms here having wire requests to make bids for immediate shipments.—C.

The Interstate Cereal Company, a corporation recently incorporated in Delaware with local offices in the Pennsylvania Bldg., has commissioned W. Bruce Barrow, a local real estate broker, to purchase a factory site in the northern section of the city.—C.

Receipts of grain at Philadelphia during November included 2,193,953 bus. of wheat; 137,998 bus. of corn and 468,943 bus. of oats; exports included 2,110,547 bus. of wheat, which is an increase of 880,453 bus. over the exports of November, 1910.—S. R. E.

Pennsylvania Railroad Company's engineers are at present making careful surveys along the Delaware River at Girard Point to ascertain the most substantial foundation for the new million bushel concrete and steel export grain elvtr., the plans for which are nearly completed, and it is believed it will be modelled after the Grand Trunk Pacific elevator at Fort William, Ontario, the cost to be \$750,000.—S. R. E.

Buyers here show a marked preference for oats from country points over the goods from central markets. Oats from Ohio, Indiana and Illinois points are wanted all the time, and Michigan oats are preferred over grain from the above three states if it were possible to get any from Michigan. During the period right after harvesting the new crop Philadelphia commission men are kept busy handling oats from country points and even during August and September, when all oats are a little hard to move, good country point oats find a ready sale. But the majority of these oats are shipped before December while if Western shippers would either let their oats come along steadily throughout the year, or else ship them early and store them in public elvtrs. here, they would meet a good demand right through the year and their oats would get the preference over central market graded oats, often at a premium.—C.

The inspection department of the Commercial Exchange has announced that in November more than 3,000,000 bus. of grain had been received in this city and graded. Last month 2,050,000 bus. of wheat were exported from this port to foreign countries. This doubles the amount of wheat exported in October and makes the total amount of wheat exported in the first eleven months of the year more than 8,000,000 bus. Corn shipments this year greatly excel those for a similar period last year. For the first eleven months of 1910 only 600,000 bus. of corn were exported. So far this year the amount exported exceeds 5,000,000 bus. Very little corn, oats or rye was exported in November, the shipment of wheat excelling all other grains. The record at the Commercial Exchange shows that during the month of November 140,000 bus. of corn were received and graded; the amount of winter wheat received was 135,000 bus.; spring wheat, 2,250,000 bus.; oats, 470,000 bus. and rye 9,000 bus.—C.

Chief Grain Inspector John O. Foering of the Commercial Exchange started West on a two weeks' tour through the leading grain sections and centers and the principal districts in the great corn belt, and will make

careful investigation of conditions to be used in an official report upon his return to the city, having been authorized by the grain committee and the directors of the Exchange.

Eleven specific rules are covered in the recent changes in the grain inspection rules of the Commercial Exchange which were ratified Nov. 24 at a meeting of the grain trade. The most important change is the addition of "No. 2 dried corn" and "No. 3 dried corn" grades. The issuance of a certificate on dried corn recently cost the exchange a considerable amount, there being no such grades in its rules at the time. "No. 2 dried corn" is artificially dried, in which the moisture has been reduced to 16% or less; in "No. 3 dried corn" the moisture may test up to 18%. The right to issue identification certificates when requested by the receivers of all grains, arriving from other markets, when accompanied by the official inspection certificate from the outside market, has been given to the chief grain inspector. Such grain is to be stored separately in elevators and the identity preserved. It is believed that the changes will further safeguard the interests of the buyer and seller and will protect the Exchange against any future troubles from foreign trade ass'ns in relation to condition of grain when received, the effect of the changes being to raise the standard of the certificates issued.

PITTSBURGH LETTER.

Oats are moving better than anything else, but hay is in good supply for local demand.—Herb Brothers & Martin.

Pittsburgh, Pa.—D. G. Stewart & Geidel are handling the salvage from elevator of the Iron City Elevator Co. and will soon have all the grain and debris cleared away, when an up-to-date elevator will be built on the same site.

Stewart & Geidel have been kept awake nights some the past week by new fires which broke out in their big piles of grain in the ruins of the Iron City Elevator, in the West End which began a few weeks ago. They keep two watchman on duty at night and are selling off the scorched grain as fast as possible.

The Pittsburgh Grain & Flour Exchange has been agitating the matter of raising commission rates on hay and straw. At a recent meeting, however, the proposition was voted down and the rates are still at the old stand, namely, 5 per cent or not less than 75 cents a ton for hay and not less than 50 cents a ton for straw. It was proposed to make the rate for hay 75 cents a ton flat.

S. B. Floyd, aged 81, head of the grain and hay firm of S. B. Floyd & Sons, died at his residence in the East End, Dec. 2d, of old age. He was a remarkably vigorous personality and had retired from business only two years ago and had been confined to his bed only a week. Mr. Floyd was probably the oldest hay and grain dealer in western Pennsylvania having established the firm near its present location at 1135 Liberty avenue in 1859. For many years it was run under the present title of S. B. Floyd & Sons. Mr. Floyd was very highly esteemed in the city, was a man of affairs and was known throughout this section as a thorough-going business man of sterling honesty, Christian character and kindly manner. At the meetings of the Grain and Flour Exchange of Pittsburgh on Dec. 5th suitable resolutions were adopted as recommended by the committee, D. G. Stewart, R. S. McCague and R. D. Ellwood.—L.

SOUTH DAKOTA.

Groton, S. D.—J. E. Kohloff has left Groton and is no longer mgr. of the Farmers Elevator Co.

White, S. D.—Frank Vasey was found unconscious in his office in E. A. Brown's elevator recently and has been confined to his home with an attack of acute indigestion.

Wakonda, S. D.—S. B. Stockwell has succeeded me as mgr. of the Farmers Elevator Co. at Wakonda and I am not at present in the grain business.—E. A. Harseim, White, S. D.

Aberdeen, S. D.—The preliminary hearing of the case of W. B. Roby charged with embezzlement of the funds of the South Dakota Elevator Co. of which he was mgr. was postponed from Nov. 28 to Dec. 4.

SOUTHEAST.

Macon, Ga.—The Porter Grain Co., incorporated; capital stock \$25,000; incorporators, C. C. Porter, W. H. Jones and Jesse Harris.

Jacksonville, Fla.—The Governors of the Board of Trade have granted the request of many of its members and are now furnishing market quotations to its members, charging them only for the actual cost of operation, amounting to \$3 a month.

TENNESSEE.

Memphis, Tenn.—The Cherokee Commission Co. has moved its offices to St. Louis, Mo. R. S. Green is mgr.

Memphis, Tenn.—J. A. Taylor and The American Cotton Hull & Fibre Co. were admitted to membership in the Merchants Exchange during November.—Nat. S. Graves, sec'y.

Nashville, Tenn.—The appointment of a corn meal inspector will be asked by the pure food and drug department of this state, to enforce the pure food law against impure corn meal.

TEXAS.

Corpus Christi, Tex.—A. Eidelbach of New Braunfels is contemplating the building of an elevator at this point.

Galveston, Tex.—No exports of wheat or corn were made from this port during November.—John H. Upschulte, Chief Grain Inspector.

Temple, Tex.—The A. B. Crouch Grain Co., incorporated; capital stock \$20,000; incorporators, A. B. Crouch, J. B. Pool and H. K. Black.

Fort Worth, Tex.—The Taylor Grain & Hay Co. of Corpus Christi, Tex., and Lubbock Grain & Coal Co. of Lubbock, Tex., were admitted to membership in the Texas Grain Dealers Ass'n during November.—C. J. Gibbs, Sec'y.

Fort Worth, Tex.—West Texas and the Pan Handle section have an immense crop of kafir corn and milo maize and its present value is fully 25 to 30% below the value of northern corn. A good deal of maize is being used in the head as a substitute for snap corn. Any of our members living in west and northwest Texas will be able to offer maize and kafir corn. Would suggest that as far as possible Texas dealers handle Texas raised feed-stuffs, and thus keep Texas money within the state where it properly belongs.—C. J. Gibbs, Sec'y.

WISCONSIN.

Fair Water, Wis.—Tinkham & Meilkie have succeeded Tinkham Bros.

Lena, Wis.—We expect to put a new 26-h. p. gasoline engine in our elevator next season.—J. N. Bassett.

Appleton, Wis.—The L. Rosenheimer Malt & Grain Co. has rented a malt house here to replace the one recently burned.

Richland Center, Wis.—A. C. Parfrey has a 20,000-bu. elevator on the C., M. & St. P. R. R. at this point and should be listed.—A. H. Krouskop.

Manitowoc, Wis.—Peter Rogowski has succeeded P. J. Shea as sup't and gen. mgr. of the Western Elevator Co. Mr. Shea resigned on account of ill health and will travel in the west.

Beaver Dam, Wis.—Assemblyman H. E. Krueger was awarded the grand prize on six-rowed Oderbruecker pedigreed barley, the American and the Wisconsin prize for the best six-rowed barley and the Wisconsin prize for the best malting barley grown in Wisconsin, at the second International Barley Exposition recently held in Chicago.

Monroe, Wis.—We contemplate the construction of a three story, 30x36 addition to our warehouse for hay and straw, in which we will install an electric elevator with a 4x6 platform and a capacity of 2,000 lbs. We are now installing a new machine for granulating and purifying corn meal.—H. C. Dahms, sec'y and treas. Monroe Model Mill.

MILWAUKEE LETTER.

The Chamber of Commerce has raised over \$4,500 for the Black River Valley flood sufferers.

The Chicago & Northwestern Railway Co. has awarded the contract for the plans and specifications for a 500,000-bu. reinforced concrete storage house to replace Elevator B, recently burned and to work in connection with Elevator A., to John S. Metcalf Co.

New members admitted to membership in the Chamber of Commerce during November were John W. Stone, Mark Bates, Benj. S. Wilson, Wm. A. Knowles and F. H. Crombie. The certificates transferred were those of S. B. Humphrey and Henry Schweppe, deceased, and Geo. W. Knock, S. M. Eggleston and Isaac E. Conn.—H. A. Plumb, Sec'y.

Receipts of grain at Milwaukee during November included 940,160 bus. of wheat, 535,620 bus. of corn, 603,500 bus. of oats, 1,300,000 bus. of barley and 279,480 bus. of rye; compared with 1,731,330 bus. of wheat, 315,240 bus. of corn, 923,600 bus. of oats, 1,786,100 bus. of barley and 112,800 bus. of rye received in November, 1910. Shipments for the month included 415,270 bus. of wheat, 321,650 bus. of corn, 535,000 bus. of oats, 576,854 bus. of barley and 206,545 bus. of rye; against 1,767,742 bus. of wheat, 199,536 bus. of corn, 1,097,197 bus. of oats, 680,055 bus. of barley and 46,806 bus. of rye shipped in November, 1910.—H. A. Plumb, Sec'y Chamber of Commerce.

NEW BROKERAGE FIRM at Lima, Ohio.

Good interior towns within easy 'phone reach of country shippers tributary to two



A. T. Ward, Lima, O.

or more large terminal markets offers an attractive basis of operations for the carlot grain broker.

A. T. Ward, of the Townsend-Ward Co., Buffalo, is familiar with Northern Ohio territory and well acquainted with the dealers, and believes that Lima, O., offers a splendid opening for a brokerage business. He has established himself as the Ward Grain Co. with offices in the Holland Bldg. at Lima, to buy for interior shipment as the representative of principal eastern markets.

For eight years Mr. Ward was connected with the Cleveland Grain Co., and for five years has been sec'y-treas. of the Townsend-Ward Co. A portrait of Mr. Ward is given herewith.

Ingle Bros., Shattuck, Okla., are sending out a handsome calendar for 1912, reproducing "A Splendid Chance", a painting by Edm. A. Osthus, one of the foremost painters of canine types.

This year southern states spent nearly \$44,000,000 in road improvements, Sec'y of Agri. Wilson reports. Texas heads the list with \$7,600,000, North Carolina comes next with an expenditure of \$4,505,000 and South Carolina last with \$1,100,000.

Let the Chicago Board of Trade as far as it is concerned put an end to the so called public elevator business, as at present conducted and compel the elevator men to live up to the spirit, as well as the letter, of the law. Let no grain belonging to any one but the public go into a public elevator. Do not let the proprietor of the elevator have the run of other peoples grain under the pretext of special binning. Let us conduct business in the open.—James S. Templeton.

Exploration of the upper atmosphere by the weather buro of the Dept. of Agriculture during the past year has disclosed the existence of a region beginning 6 to 7 miles above the surface of the earth and continuing upward indefinitely in which the temperature does not fall with increasing altitude. In this stratum it is the coolest at the equator and warmest in northern latitudes, just the opposite of what prevails at the surface. Tests have been made up to 9 miles, and Sec'y James Wilson reports that the lowest temperature found was at Huron, S. D., in September, 1910, 92 degrees below zero Fahr.

Continued investigations during the year have fully confirmed the conclusions originally drawn that moisture is the most dangerous factor in the handling of commercial grain. Extensive experiments made to determine the natural shrinkage of grain when handled in elevators or warehouses or while in transit in cars have shown losses in weight due to the evaporation of moisture ranging from one-tenth of 1 per cent to more than 7 per cent. Detailed tests of more than 10,000 representative samples have shown that a very high percentage of the 1911 crop of corn contained more than 20 per cent of water at the time of marketing, thus emphasizing the urgent need of better methods of handling grain on the farm and of growing types of corn that will mature sufficiently early to permit the grain to be marketed in a dry, sound, and more satisfactory condition. The degree of deterioration in corn alone, due primarily to excessive moisture, results in a loss equivalent to more than a million dollars annually, much of the corn handled commercially becoming musty, sour, hot, and badly damaged.—Annual Report of James Wilson, sec'y U. S. Dept. of Agriculture.

Patents Granted

Bag Holder. No. 1,010,793. (See cut.) Geo. A. Penniman, Boston, Mass., assignor to J. M. Parker Mfg. Co., Boston. A ring having tubular ends inserted into a projection on a supporting plate, contains reinforcing members secured within the tubular ends. The receptacle is fastened to the ring.

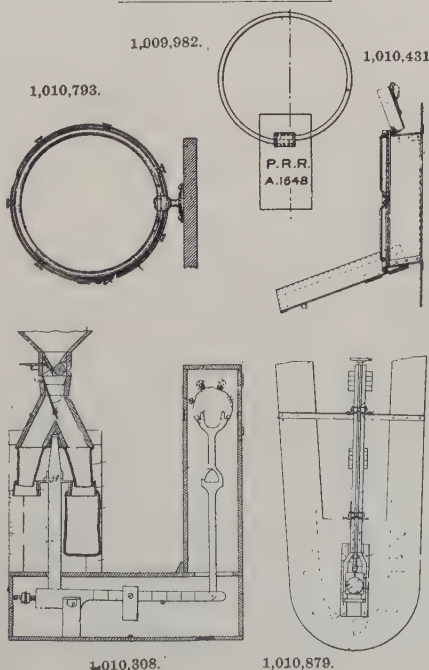
Elevator Boot. No. 1,010,879. (See cut.) Robert F. Edmond, Winnipeg, Canada, and Fred O. Norell, Duluth, Minn. In the boot is a frame sliding vertically in slots and adjustable independently of the adjustment of the shaft carrying the boot pulley. The journal boxes of the pulley are carried by transverse bars carrying rollers which engage the vertically movable frame.

Grain Bin Door. No. 1,010,431. (See cut.) Victor W. Jansen, North Bend, Neb. A rectangular downward sloping door casing projects out from the side of the bin and contains grooves in which slides an inside door. Fulcrumed as a lever on the casing is an overlapping pivoted chute, and to the top of the casing is hinged a cover which engages the chute when raised to close.

Automatic Sacking and Weighing Machine. No. 1,010,308. (See cut.) James Franklin Palmer, Claxton, Ga. In a grain sacking and weighing apparatus, a plurality of diverging delivery chutes, means for closing them, a scale beam with a bag support on one end and an arm on the other end, a shaft with a weighted disk, attached to the free end of the arm, means for regulating the movement of the disk and an operative connection between the disk and the beam.

Car Seal. 1,009,982. (See cut.) Wm. C. Martineau, Albany, N. Y., assignor to Universal Car Seal & Appliance Co., Albany, N. Y. A device for sealing cars, comprising a wire which is square in cross section, tapered at each end and provided near each end with a locking catch; a plate, having a projection formed to receive a locking box and openings for the insertion of the ends of the wire; the locking box also having openings for the insertion of the wire and means for engaging the catches on the wires.

Walter Kirwan has resigned the office of vice president of the Grain Dealers National Ass'n.



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Supreme Court Decisions

Parol Award Valid.—Usually a parol award is valid.—*Lilley v. Tuttle*. Supreme Court of Colorado. 117 Pac. 896.

Sale of Mill Machinery.—Where plaintiff contracted to sell certain mill machinery, to be shipped from Pennsylvania and installed in Wisconsin, the fact that plaintiff agreed to furnish a millwright to assist in placing the machinery did not deprive the contract of its interstate character. *Wolf Co. v. Kutch*. Supreme Court of Wisconsin. 132 N. W. 981.

Damages Value at Destination.—The measure of damages for the loss of merchandise during transit is fixed by the market value of the merchandise at the place of delivery, and not the cost price at the point where the carrier received the goods for transportation.—*Plaff v. Pacific Express Co.* Supreme Court of Illinois. 95 N. E. 1039.

Transfer of Stock in Co-operative Ass'n.—The provision in chapter 29, Laws 1870, that "no person shall be allowed to become a shareholder in such association except by the consent of the managers of the same," is valid, and applies to defendant. Such provision is not repealed by R. L. 1905, §2863. *Healey v. Steele Center Creamery Ass'n*. Supreme Court of Minnesota. 133 N. W. 69.

Joint Ownership of Crop.—Where a landlord and his tenant are joint owners of a crop grown by the tenant, and the landlord has a lien upon the tenant's half of the crop for his advances independently of the statute, such lien is not affected by the fact that the owners by mutual consent delivered the property to a factor to be sold on account. *Browning v. Crawford*. Court of Appeals of Kentucky. 140 S. E. 530.

Bucket Shop Transactions.—Under St. 1909, §§ 1955, 1956 (Russell's St. §§ 1807, 1808), making wagers, etc., void, and authorizing recovery of money paid thereunder, plaintiff can recover money paid defendant as a "bucket shop" broker, though defendant transmitted plaintiff's orders through other brokers, merely sharing in the commissions deducted from the margins deposited. *Timmons v. Timmons*. Court of Appeals of Kentucky. 140 S. W. 164.

Understatement of Value is Not False Billing.—The fixing of the value of property in a B/L at less than its actual value for the purpose of limiting the amount of the carrier's liability in case of loss is not a false billing in violation of Interstate Commerce Act Feb. 4, 1887, c. 104, § 10, 24 Stat. 382, as amended by Act March 2, 1889, c. 382, § 2, 25 Stat. 857 (U. S. Comp. St. 1901, p. 3160). *Geo. N. Pierce Co. v. Wells, Fargo & Co.* U. S. Circuit Court of Appeals. 189 Fed. 561.

Landlord and Tenant.—Under Code, § 3056, prohibiting suit for delivery of property other than money until demand, if no time of performance is fixed, in an action for the value of rent reserved in corn, under a lease expiring November 15th, and requiring the corn to be put in cribs by Dec. 31, the suit being brought after the latter date, the trial judge did not abuse his discretion in granting a new trial, after directing a verdict on the ground that plaintiff made no demand before suit. *Warner & Shaffer*. Supreme Court of Iowa. 132 N. W. 964.

Machinery Unset Not Fixtures.—Defendant purchased certain machinery from plaintiff under a contract of conditional sale, and at the time plaintiff instituted suit to recover on same it had been placed on the different floors of the mill for which it had been intended, and some of the openings in the floors through which it had been elevated were boarded up, but most of the machinery had not been set up.

Held, that the machinery, as between the parties, was personal property and not fixtures. *Wolf Co. v. Kutch*. Supreme Court of Wisconsin. 132 N. W. 981.

Future Delivery Contracts Valid.—In the case of *Forsyth Manufacturing Company v. Castlem*, 112 Ga. 199, 37 S. E. 485, 81 Am. St. Rep. 28, it was ruled: "(1) An executory agreement for the sale of goods to be delivered at a future day is valid, though at the time the seller has not the goods in his possession, has not contracted to purchase them, and has no expectation of acquiring them, otherwise than by producing, manufacturing, or purchasing them at some time before the day of delivery. (2) Such a transaction is not rendered invalid by the provisions of section 3537 of the Civil Code [1895], unless it is made to appear that neither of the parties contemplated an actual delivery of the goods, and that it was the intention of both that there should be no actual delivery, but that on the day fixed for delivery there should be a settlement of their differences, based on the market value of the goods on that day. In that event the transaction would be speculation upon chances, but not otherwise. (3) When a contract is valid upon its face, or, when taken in the light of the circumstances surrounding the parties at the time it was entered into, appears to be valid, it is incumbent upon him who attacks the contract to show its invalidity." See *Watson v. Hazlehurst*, 127 Ga. 298, 56 S. E. 459; *Northington Co. v. Farmers' Co.*, 119 Ga. 851, 47 S. E. 200, 100 Am. St. Rep. 210; *Sanders v. Allen*, 135 Ga. 173, 68 S. E. 1102. *Wright v. Vaughan*. Supreme Court of Georgia. 72 S. E. 412.

Evidence of Weight.

E. R. & D. C. Kolp, Ft. Worth, Tex., plaintiff vs. L. L. Sellers, Panhandle, Tex., defendant, before the arbitration committee of the Texas Grain Dealers Ass'n, for \$37.83 shortage in weight and demurrage charges on a car load of milo maize.

On Jan. 17, 1911, the plaintiffs, thru L. W. Roper, who was representing the defendant, purchased from defendant a car load of milo maize at 80 cents per 100 pounds f. o. b. Panhandle, for shipment to Fort Worth, Texas, and subject to destination terms as to weight and grade. The shipment was invoiced to contain 57545 pounds in sacks. On arrival, plaintiffs weighed same and found it to contain a net weight of 53460 pounds, the weight being ascertained by track scale; gross, 92000 lbs.; tare, 38540 lbs.; net, 53460. Plaintiffs also took the marked tare of the car, 37900 pounds, and weighing the car before it was unloaded, an apparent shortage from invoice weight was discovered. Plaintiffs then made wire demand that the First State Bank of Panhandle, Texas, guarantee the weight before defendants draft be paid. This was done, when plaintiffs unloaded the car, and ascertained the correct net weight as 53460 pounds. Account sales was rendered, and a demurrage charge of \$4, which had accrued on the car at shipping point was added, all amounting to \$37.83. For this amount Mr. Roper gave plaintiffs a draft on the First State Bank of Panhandle, and payment of same was declined. Plaintiffs appear to have called the attention of Mr. Roper, who was then in Fort Worth, to the shortage, and he assured them that the shortage would be protected by defendant in accordance with the terms of the contract.

The defendant submits to us copies of 19 wagon scale tickets for maize purchased from farmers, and said to have been loaded into the car shipped to plaintiffs. He also submits a letter from A. E. Meyer, Auditor, in which it is stated that the car was weighed at Amarillo over W. R. W. A. scales, showing a net weight of 54700 pounds.

We have carefully considered all the testimony, and from the fact that the maize was sold on destination weight, and from the further fact that the railroad weight at Amarillo more nearly agrees with the weight as determined by plaintiffs at destination, we are forced to find in favor of plaintiff for the amount claimed.

It is therefore ordered that the defendant, L. L. Sellers, promptly pay to the plaintiffs, E. R. & D. C. Kolp, at Fort Worth, Texas, the sum of \$37.83 and the secretary is directed to return the deposit fee of plaintiffs.

J. A. Hughes,
A. B. Crouch,
Kent Barber,
Committee.

CROP IMPROVEMENT NOTES.

Champaign County, Illinois, merchants, millers and grain men met recently and decided that their county shall have a county agricultural demonstration experiment.

While in the east recently Mr. Ball arranged with the New York Central lines for a barley car to be conducted by the state extension department and State Agricultural Commissioner Pearson.

The biggest corn show in the southeast was held at Atlanta, Ga., Dec. 5 to 8, under the auspices of the Atlanta Chamber of Commerce, the purpose being to encourage diversified farming to circumvent the cotton boll weevil.

About 20 members of the Boys Corn Clubs from 12 southern states are expected to arrive at Washington Dec. 12 for the diploma and week of sight-seeing given as a prize to the winning boy from each state. About 60,000 boys are engaged in the competition.

The creation of sentiment in favor of the McKinley agricultural bill, H. R. 13,489, will be the work of a committee recently appointed by the convention of bankers at New Orleans. This bill provides for appropriations to aid the establishment of county demonstration farms.

H. L. Goemann of Toledo has arranged with the executive committee of the distillers association to furnish \$1,000 for a rye demonstration car to be run over the Michigan lines early in March under the direction of Professor Taft of the Agronomy Department and Professor Shoemsmith.

The Minneapolis Chamber of Commerce and the businessmen of the Northwest contemplate creating a fund of \$50,000 to establish as many 10-acre plots on the farms of unsuccessful farmers, as possible, to be scientifically farmed under the direction of the colleges, the entire proceeds to go to the farmer.

The blank form of crop report devised by Mr. Ball and to be filled out by growers in a county is proving remarkably successful in arousing the interest of the farmers. These blanks are distributed thru the teachers by the county superintendent of schools to the children and taken home to be filled out and published in the newspaper getting out a crop improvement number for the county.

At a meeting of the St. Louis Millers Club Nov. 28 a suggestion by Mr. Ball that the millers in the country agree to take up the crop improvement work in their own counties was adopted, with a view to raising a fund to establish their own county agriculturists, to make the teachers operate the county farm at a profit and make the county agriculturist a branch office of the state extension department, paid for by the local interests.

The Department of Agriculture in conjunction with Farmers' Institutes conducted 71 instruction trains covering tours of over 40,000 miles during the last year. In speaking of the results and effects of this work, Secretary Wilson said: "The awakening of the people to the value of agricultural instruction and to the possibilities of usefulness through extension teaching has created a demand for this instruction far beyond the power of the States to supply. The inadequacy of present equipment for meeting the agricultural educational needs of rural people has become so apparent that several bills have been presented before Congress looking to additional appropriations for carrying on extension work."

Sec'y Sandles of the Ohio Department of Agriculture is getting out a question sheet as to what are the seed grain conditions and what type of seed grain each man considers best for his own locality.

The Illinois Commercial Federation was organized Nov. 14 at Springfield, Ill., to promote crop improvement. The Illinois Grain Dealers Association has joined. The Illinois State Journal is the third of the big interior newspapers to get out a crop improvement number in co-operation with the Council of Grain Exchanges, and has published a splendid list of topics of especial interest to farmers by writers of repute and approved by the Council, including articles on the functions of grain exchanges.

The Top Notch Farmers Club which has induced the State of Illinois to give a diploma to every grain grower who turns out 50 bus. of wheat and 100 bus. of corn to the acre has just announced its results for the past season in a bulletin by Sec'y H. C. Garvey. J. A. Williams of Hinckley raised 117 bus. of corn to the acre; J. R. Steward of Kendall County, 119 bus., and John H. Power of Prophetsville, Whiteside County, 220 bus. S. N. King of Bloomington heads the wheat growers with 61 bus. to the acre.

Six years ago Louisiana annually imported some 20,000,000 bus. of corn to feed her stock. Her own farmers did not know how to cultivate corn; but farmers' institutes taught them and last year and this Louisiana not only raised enough for its own use but became an exporter. As a result of the boys' corn club movement, a Louisiana boy won first prize at the National Corn Show in 1910 in competition with 46,000 other boys with corn he had grown on land that had never before produced more than 20 bus. to the acre; but he raised 138 bus. per acre at a cost of 13c per bu.

Among the American prize winners at the Brewers Exposition and International Congress held at Chicago recently were the following: First American prize for 2-rowed barleys, Wm. von Berge, Grangeville, Idaho; first prize for 6-rowed barleys, H. E. Krueger, Beaver Dam, Wis.; second prize, Fred McCulloch, Hartwick, Ia.; first prize for 6-rowed western barleys, Markham Bros., Dayton, Wash.; first prize for best Minnesota 6-rowed barley, John Henderson, Cokato, Minn.; for Ohio 6-rowed barley, Henry G. Dehring, Curtice, O.; for Montana 2-rowed barley, F. J. Kerlen, Anaconda, Mont. Nine special prizes had not been awarded up to Dec. 1 on account of demerit, deficiency, or lack of representation.

Professor P. G. Holden and Sec'y Bert Ball of the Crop Improvement Committee of the Council of Grain Exchanges have arranged for a conference to be held at Waterloo, Ia., at which merchants and others interested will consider a plan to make Blackhawk County the first county in Iowa to have a county agriculturist, and an example for the 98 other counties in the state to follow. The agricultural superintendent who will have charge has been selected. Professor Holden says if he had the power he would use the whole \$50,000 appropriation available, in that one county alone and put his entire force to work there. He would then guarantee to add an additional 10 bus. of corn to the crop on each one of the 100,000 acres, which means 1,000,000 bus., or a gain of \$500,000 at 50 cents per bu. "When I say corn," said Professor Holden, "I mean a pro-

portionate increase in wheat, barley, oats, rye and flaxseed. It would not be a wild statement to say that \$1,000,000 could be added to the agricultural output of each county." The professor says the plans of Mr. Ball for crop improvement are correct and he will try to put them into practice in Iowa.

THE ILLINOIS ASSOCIATION'S Scale Inspection Dept.

The Secretary of the Illinois Grain Dealers' Assn. reports, that the results of the first month, after the inauguration of the Scale Inspection Department, by the Committee for the Assn. has by very far exceeded the expectations of the committee.

Mr. Clay Johnson, Official Scale Inspector, tested or refit, 33 scales during the month of October, beginning work on the 9th day of the month. The receipts for the month after paying all expenses, and salary of the Inspector, left a balance for the Association.

The Committee were somewhat fearful that there might be some trouble in securing enough work to keep the Inspector busy, but up to this time, there are scales enough listed to keep him going for the coming month and possibly two.

This is one of the best additions made by the Board of Directors for the benefit of the members of the Association, and is meeting with the enthusiastic support of dealers who are members of the organization, as well as by many who are not. It will no doubt add many members to the Association.

Any grain dealers desiring the services of the Inspector should address Secretary Strong. It is the intention of the Board of Directors to have the State gone over systematically, and regularly, so that the Inspector can cover the State each year without such great expense.

The Inspector carries with him 1,000 lbs. of weights, and a complete outfit of tools, and is competent to repair and refit any kind of scale.

THE DIFFERENCE.

"I only paid 25 cents for that book, and it does pretty well. Of course it ain't ruled, and it ain't very good paper, but nevertheless it's alright. I admit a printed form like yours is better; it's lots neater and the paper's better, but you see I don't need much of a book to keep my accounts in."

That's the point. His competitor needs a book to keep accounts in, and uses a good book too.

Inferior books are bound to shadow a cheap concern.

If a grain dealer has to spend five minutes in going through his scale book to find a farmer's account and he has an average of ten farmers a day, that means fifty minutes a day lost.

Do you figure, Mr. Grain Man, that 260 hours' time is cheaper than the price of a good book? Then, why continue to use the 25 cent counter books and lose valuable time as well as money through failure to find mistakes or accounts?

We enclose \$1.50 for a year's reading of the grain news, views and stews for one year in the Grain Dealers Journal.—Harshman Grain Co., Snyderville, O.

A new confection, similar to cracker-jack made of kafir corn and candy, is being widely advertised by H. G. Yancy of Kremlin, Okla. It is predicted that it will create a new market for this grain.

O'GARA COAL COMPANY

PRODUCERS AND SHIPPERS OF

HARRISBURG, ILL., SPRINGFIELD DISTRICT, ILLINOIS, LINTON

and CLINTON DISTRICTS, INDIANA, CAMBRIDGE, OHIO,

and FAIRMONT, WEST VIRGINIA, COAL

MARQUETTE BUILDING,

CHICAGO, ILLINOIS

Grain Elevator
Trade Given Our
Special Attention

Annual Output
7,000,000 Tons

Changes in Rates

As shown by tariffs recently filed with the Interstate Commerce Commission, the carriers have made the following changes in rates:

C., C. & St. L. will make a rate of 4½¢, effective Jan. 1, on corn cobs, minimum weight 20,000 lbs., from Prescott, St. Paul, and Waldron, Ind., to Shelbyville, Ind.

Kansas City Southern will make rates of 24c on wheat and 21c on corn from Kansas City, Mo., and points taking same rates, to Geneva and Locksburg, Ark.; effective Dec. 20.

Mich. Cent. in Sup. 2 to ICC No. 4065 makes rates effective Dec. 23 on grain and grain products from stations in Ill., Ind., and Mackinaw City, Mich., to C. F. A. and Wis. points.

C. B. & Q. will make effective Dec. 26 rates on corn, maize, oats, rye, barley, buckwheat, spelt and wheat, from Alma, Bagley, La Crosse, 20½¢; and Bay City, 23c, to Louisville, Ky.

K. C. Sou. in Sup. 7 to ICC No. 2799 gives rates on grain and grain products, effective Dec. 28, from Kansas City, Mo.-Kan., and Mo. river points stations on the K. C. Sou., to Fort Smith, Ark.

Big Four has made a rate effective Dec. 9 from Illinois points to Chicago, basis 7c Kankakee and Seneca branch, 9c Peoria and eastern div., 10c St. Louis div., and 9 to 13c Cairo div., on grain.

P. R. R. in Sup. 1 to ICC No. C03491 gives elvtr. charges, lighterage, reconsignment, storage, switching, transfer charges and other terminal arrangements at Philadelphia, Pa.; effective Dec. 22.

Kanawha Desp. in ICC 10,929 makes allowances effective Dec. 15 for transfer or elevation of grain from or thru Cincinnati, O., Covington, Louisville, Newport, Ky., Jeffersonville and New Albany, Ind.

M. K. & T. in Sup. 1 to ICC No. A3616 made rates effective Nov. 26 of 15½¢ on wheat and 14½¢ on corn and articles taking the same rates from St. Louis, Alton, and East St. Louis, Ill., to Coffeyville, Kan.

C. B. & Q. in Sup. 1 to ICC No. 10458 makes a rate of 15c on wheat only from Kansas City and Omaha to Paducah, Ky.; 16c on articles taking the wheat rate; 16c on corn from Kansas City; effective Jan. 1.

Mo. Pac. in ICC No. A1918 makes rates effective Dec. 21 of 9c on wheat and 8c on corn, oats and rye from St. Louis, Mo., East St. Louis, Ill., and Carondelet, Mo., to points shown in Item 1, viz., Mo. and Kan. points.

Pere Marquette will make rates effective Jan. 1 on grain and grain products from Belfast, Ind., Benton Harbor, Mich., Hanna, Ind., La Crosse, Springfield, Ind., and rate points to Addison and Albion, Mich., 8c; Hartford, Ind., 10c.

C., M. & St. P. in Sup. 1 to ICC No. B2430 gives rates on grain and grain products between St. Paul, Minneapolis, Duluth, Minn., and Chicago, Peoria, Ill., St. Louis, Mo., and stations taking the same rate; effective Dec. 13.

Northern Pacific made a rate of 22c effective Dec. 1 on grain and flaxseed from Staples and Savage, Minn., to St. Paul, Minneapolis, Minnesota Transfer, Stillwater and Duluth, Minn., Superior, East End and Central Avenue, Wis.

Vandalia will make rates effective Dec. 14 on flaxseed of 13.5c from St. Louis, Mo., and East St. Louis, Ill., to Cleveland, O.; 10c, Dayton, O.; 8.5c Fort Wayne and South Bend, Ind.; 11.5c Toledo, O.; oats 6.91c from Paris, Ill., to Cairo, Ill.

New York, Chicago & St. Louis will make a rate of 13½¢, effective Dec. 26 on elvtr. dust, grain screening, oat clippings and oat hulls, from Buffalo, East Buffalo or Buffalo Junction to Peoria, Ill.; from Cleveland, O., 10c; 14c from Cleveland and Fostoria, O., to Owensboro, Ky. (issued to meet water competition, will not apply to and from intermediate points).

C. B. & Q. in ICC No. 10503 makes rates effective Jan. 1 to Memphis, Tenn., from Minneapolis, Minnesota Transfer and St. Paul, Minn., corn oats and rye (originating beyond) 17½¢; wheat (when originating beyond) 20c and grain screenings 17½¢.

Great Northern will make effective Dec. 20 a rate of 17c on flaxseed and millet seed between St. Paul, Minnesota Transfer, and Minneapolis, Minn., and Sincoc and Sidney, Mo.; 16c on grain; between Duluth, Minn., and Sidney, Mo., flaxseed and millet seed, 17c; grain 16c.

Soo will make rates effective Dec. 23 on grain, wheat and articles taking the same rates, of 15c between Chicago, Waukegan, and Lockport, Ill., and Duluth Junction, Castle, North St. Paul, Gloster, St. Paul, Minnesota Transfer and Minneapolis, Minn.; 17½c on flaxseed.

Toledo, St. Louis & Western will make rates effective Dec. 16 of 13c on wheat from Chicago, Brighton Park, Summit and Argo, Ill., to Memphis, Tenn.; 18c to Mobile, Ala., Helena, Ark., and New Orleans, La.; 21c to Meridian and Jackson, Miss.; 26c to Hattiesburg, Miss.

M. K. & T. will make rates effective Dec. 26 between Porter, Okla., and Orchard, Aumann, Geuda Springs, Kan., wheat 24½¢ and corn 21½¢; same rates between Porter and Galveston and Texas City, Tex., for export and to Galveston, Tex. (when destined to Key West, Fla.).

C., R. I. & P. in ICC No. C9217 give rates on wheat, oats, corn, rye, barley and articles taking the same rates, effective Dec. 26, to C., R. I. & P. stations in Okla. from St. Louis, Mo., East St. Louis and Rock Island, Ill. (when originating at points beyond from which no thru rates are published).

Erie will make effective Dec. 20 rates on flaxseed from Auburn Park, Chicago, Chicago Heights, Englewood, Griffith, Hammond, Ind., and rate points, to Allegheny, Pittsburgh, Pa., and Buffalo, N. Y., 12c; Dayton, O., 6c; Detroit, Mich., and Toledo, O., 7½¢; Fort Wayne and South Bend, Ind., 4½¢; Cleveland, O., 9½¢.

Rock Island will make a rate of 19c from St. Louis, Mo., and East St. Louis, Ill. (when originating at points from which no thru rates are published) to Caston, on corn, oats, rye, barley and articles taking the same rates; Krebs, 18½¢; McAlester, Patterson, Spur, Wilberton and Wister, Okla., 18½¢; effective Dec. 26.

Chicago & Alton will make a rate of 5c on wheat effective Dec. 26 from Kansas City, Mo., to Fulton, Glasgow, Higginsville, Marshall, Mexico, and Slater, Mo. (applies only on wheat to be milled in transit at these points, the outbound product of which is shipped to Arkansas and Louisiana points and Texarkana, Ark.-Tex.).

Michigan Central in sup. No. 2 to M. C. R. No. 806 cancels sup. 1 and makes a rate of 10 cents on grain and grain products from Chicago, Joliet and Steele, Ill., to Hatch's Crossing and Mancelona, Mich., a reduction as shown by columns A and G of tariff and an advance according to column C of tariff, pages 13 to 16, effective Dec. 23.

Boston & Maine will make a rate effective Dec. 23 of 37c on flax imported via Boston Hoosac Wharves and Mystic Wharves, Mass., to Atchison, Kansas City, Kan., Kansas City, St. Joseph, Mo., Leavenworth, Kan., Council Bluffs, Ia., Nebraska City, Omaha and South Omaha, Neb.; to Sioux City, Ia., and Sioux Falls, S. D., 44.5c.

C. M. & St. P. will make rates effective Dec. 13, from Winona, St. Paul, Minn., La Crosse, Wis., to East St. Louis, Ill., of 10.5c on corn, rye, oats, barley, spelt, flaxseed, flax shives, flax refuse, millet seed, oat hulls, oat clips and elvtr. dust; from St. Paul and Duluth (when originating at points beyond) to Chicago, Ill., 10c on wheat only; from St. Paul, Minn., to Peoria, Ill., 10c; from St. Paul, Minn., to Duluth, 12.5c; to Peoria, Ill., when destined to points east of the Ill.-Ind. state line, 10c.

Ill. Cent. in ICC No. A8168 gives a rate of 12c on wheat from Chicago, South Chicago and Grand Crossing, Ill. (when originating beyond), to Atchison, Kan., Independence, Kansas City, Leavenworth and St. Joseph, Mo.; effective Dec. 24.

Duluth, South Shore & Atlantic will make a rate of 12½c on grain (when originating beyond) from Duluth, Minn., Superior and Superior End, Wis., to Mackinaw City, Manistique and Sault Ste. Marie, Mich. (when originating beyond); effective Dec. 18.

C. M. & St. P. will make rates on flaxseed, effective Dec. 23, between Columbus, Wis., and Chicago, Ill., Racine and Racine Junction, 13c; Milwaukee, Wis., 10.7c; on wheat (terminal rate only), corn, oats, rye, and barley, 10.5c and 7.5c between same points.

Chicago & Alton will make effective Dec. 19 rates of 27c on wheat and 23c on corn to Carter, Hebron, Hapin, Tucks and New Edinburgh, Ark., from Kansas City, Blue Spring, Fulton, Gilliam, Glasgow, Higginsville, Louisiana, Marshall, Mexico, Odessa and Slater, Mo.

Chicago, Peoria & St. Louis will make a rate of 10.5c, effective Dec. 26, on barley, buckwheat, kafir corn, pop corn, spelt rye and wheat from Hartford, Havana, Medora, Wood River, Ill. (route via East St. Louis, Ill.) to Toledo, O.; 11c on same articles and oats and milo maize from Alton, Somerset, Andrew, Athens, Ill. (route via Curran, Springfield and Jacksonville, Ill.) to Detroit, Mich., and Toledo, O.

C. M. & St. P. will make rates, effective Dec. 20, 34½c on millet, rape, sunflower seed, imported via Algiers, Gretna, New Orleans, Port Chalmette, Westwego, La., Beaumont, Galveston, Port Arthur, Texas City, Port Bolivar, Tex., Mobile, Ala., Pensacola, Fla., to Cedar Rapids, Ia.; millet seed imported via same points to Mexico, Mo., 31½¢; sunflower seed, 40c; rape, imported via Gulf Ports to Madison, Wis., 32c.

Missouri Pacific will make rates effective Dec. 18 between Scott City, Kans., and Prospect, Kans., wheat 4c; corn, 3.5c; hemp seed, 7c; flaxseed, 4.5c; broom corn, 11c; millet seed, 4.5c; effective Dec. 19, between Polosi, Wyo., and Buffington, Doniphan, Gray Ridge, Huntersville and Moorehouse, Mo., corn and articles taking the same rates 10c; effective Dec. 21, between Adams, Authville, Atchison, Kans., and numerous other points in Mo. and Kans. and St. Louis, East St. Louis and Carondelet, Mo., wheat 9c; corn, oats and rye between the same points, 8c.

Santa Fe will make effective Dec. 20 rates on flaxseed to Fredonia, Kan., from Manila, Mesa, Sable, Sandown, Strasburg, Watkins, 35c; from Peoria, 34c; Mirage, 25c; River Bend, 32c; Sorrento and Wild Horse, Colo., 24c; effective Dec. 27, wheat and articles taking the same rate, 18½¢; corn and articles taking the same rates, 17½¢, from Kansas City, St. Joseph, Mo., Atchison, Argentine, Leavenworth and Turner, Kan. (when originating beyond), to Galveston, Port Bolivar, and Texas City, Tex. (when destined to Mexican gulf ports, Central and South America, Porto Rico, Cuba, and Jamaica); wheat, 22½¢, from same points to same destinations for export, including shipments destined Key West, Fla.; from above named points when originating beyond, wheat 18½¢; corn, 17½¢.

C. B. & Q. in ICC No. 10493 makes a rate of 8c, effective Dec. 20, on corn, oats and rye, from Lyndon Sands and Sterling, Ill., to Milwaukee, Racine, Waukegan, Wis., Roundout, Libertyville, Grays Lake, Ingleside, Fox Lake, Spring Grove, Solon Mills, Belden, Armsby, Ill., Zenda and Walworth, Wis.; effective Dec. 23, wheat only from Hannibal, Mo., Astoria, Beardstown, Bushnell, Camp Point, Golden, Quincy, Vermont, Ill., Burlington, Fort Madison, Keokuk, Ia., and intermediate points (on shipments originating beyond) to St. Paul, Minneapolis, Minnesota Transfer, Winona, Wis., and points taking same rates, 12c; corn, oats, rye or barley only from and to same points, 11c; effective Jan. 1 on flaxseed from Minneapolis, Minnesota Transfer, Minn., to New Orleans, La. 38c.

Kansas City Southern will make rates effective Dec. 21 on grain 23c from Texarkana, Arkansas, Texas, to Richmond, Ark.; to Comet and Arden, Ark., 25c; effective Dec. 23 on wheat, 14½c; corn, 13c; flaxseed, 15½c; hempseed, 18½c; millet seed, 15½c, and broom corn, 36c, between Carondelet, Mo., East Louisiana, East St. Louis, Ill., Hannibal, Louisiana, St. Louis, West Belton, Mo., and Quincy, Ill.; between same points and Amsterdam, Mo., wheat, 16c; corn, 14c; flaxseed, 16½c; hempseed, 19½c; millet seed, 16½c; and broom corn, 36½c; between the same points and Coal Creek, Okla., wheat, 23½c; corn, 20c; flaxseed, 25c; hempseed, 28c; millet seed, 25c, and broom corn, 43c.

Supply Trade

Cedar Rapids, Ia.—Orr Newell Co., elevator builders and supplies, are building new offices and plant, and expect to move into them about Feb. 1.

John S. Metcalf Co., Ltd., incorporated under the Dominion laws, has been empowered to do business in Ontario, Can., with a capital of \$25,000.

Indianapolis, Ind.—“Business has picked up the past 30 days. The outlook for next year is very bright.”—C. S. Shotwell, Fairbanks, Morse & Co.

Lansing, Mich.—The name of the Hildreth Mfg. Co., gasoline engine makers, has been changed to the Novo Engine Co., increasing its capital stock from \$75,000 to \$112,000.

Chicago, Ill.—H. W. Caldwell & Sons Co. are now constructing a new building to replace the structure burned last month. They expect to use it exclusively for the manufacture of conveyors.

Columbus, O.—The Jeffrey Mfg. Co. is opening new northwest offices at 1201 American Bank Bldg., Seattle, Wash. P. E. Wright, a sales engineer, long connected with the home office, has been put in charge.

Omaha, Neb.—The Alamo Engine & Supply Co. has leased and is now occupying the Haubens Block, a new four-story and basement building at 12th & Farnam Sts. The company's offices and samples will occupy the main floor.

Manchester, Eng.—Henry Simon, Ltd., favors us with one of his famous calendar pads for 1912. It is adorned with terse quotations from many writers, and we feel certain will be found a pleasing and useful souvenir by all recipients.

If you want to make your salesmen work in harmony with your advertising plans, take them into your confidence. Tell them “what's doing” and why. Chances are about even they can tell you a few things which will do you good.—*Mahin's Messenger*.

Minneapolis, Minn.—James McDaniel, well known to the milling trade as the inventor of the McDaniel Wheat Washer and other successful milling devices, has spent the past year here, experimenting and securing patents on a wheat cleaner, from which much is expected.

Port Huron, Mich.—W. A. Reynolds, for a number of years identified with the John Hutchinson Mfg. Co., of Jackson, Mich., is now general manager of the American Machinery Co., and will be in complete charge of the company's factory and sales depts. Mr. Reynolds' long acquaintance with the trade should make him a valuable man for the Port Huron company.

New York City, N. Y.—A New York office of the Lehigh Portland Cement Co. has been opened in the Terminal Bldg., 103 Park Ave. B. L. Swett, recently Asst. Sales Mgr. at the Chicago office, will be in charge of the eastern sales of the Lehigh.

Buffalo, N. Y.—“This would be an excellent time to figure on building, because of the low cost of steel, and concrete was never lower. The inquiries we receive indicate that building operations will be extensive, and greater in number than expected at this time of the year.”—H. R. Waite, Pres., Monarch Engineering Co.

Chicago, Ill.—The O'Gara Coal Co. is said to be the only coal operating company in Chicago which has its own private wire between general offices and mines. It maintains its own telegraph offices and operators at both ends, and with special telegraph forms has been proven of great facility to the rapid execution of the firm's business.

Silver Creek, N. Y.—The S. Howes Co. is compiling what it claims to be the most complete catalog of grain cleaning machinery ever issued, which will thoroughly illustrate and describe the Eureka line and special machines for elevator and mill purposes. Ready for mailing about Jan. 1st, The Howes Co. will be glad to send a copy to every reader of the Journal who desires it, and will make application.

Buffalo, N. Y.—The suit against the Bankers' Security Co. and the Steel Storage & Elevator Const. Co., brot by Spencer Kellogg and others, for failure to complete the construction of their elevator, is set for trial in the District Court this week. The Kellogg's claim amounts to \$50,000, while the construction company has a cross suit for the amount the plaintiff failed to pay on the contract price.

Books Received

WISCONSIN STATE BOARD OF AGRICULTURE Annual Report for the year 1910-11 contains a detailed report of the proceedings of the state board, of the prize-winners at the state fair, and the acreage in each county devoted to each of 25 different crops. Cloth, 476 pages. R. W. Rowlands, sec'y Wisconsin State Board of Agriculture, Madison, Wis.

AGRICULTURAL POSSIBILITIES OF THE CANAL ZONE is an interesting report based on the personal observations of H. H. Bennett of the Bureau of Soils and Wm. A. Taylor of the Bureau of Plant Industry who were sent to the Canal Zone by Sec'y of Agriculture Wilson with orders to study the conditions and report. U. S. Dept. of Agriculture, Washington.

ALFALFA IN OHIO is a field study illustrated with maps and halftone engravings giving results of observations on 300 farms and proving that soil conditions are primarily responsible for success or failure of this crop, an abundant lime supply and thoro drainage being essential. Any farmer who contemplates growing alfalfa will profit by reading the 55-page Circular No. 113, of the Ohio Agricultural Experiment Station, Wooster, O.

THE CHINCH BUG. The most recent addition to the literature on this too well known insect is Circular No. 115 by H. A. Gossard, who makes the following forecast: “If Ohio experiences a dry summer and rains are light up to seeding time in late September the odds are rather heavy against the wheat grower in chinch bug districts, especially so since the hesian fly is also rather numerous distributed over large areas. A wet spring next year might reverse the expectation and save the day. Much will depend on the rainfall in the breeding season in May and June.” Circular No. 115, Ohio Agricultural Exp. Sta., Wooster, O.

The Grain Dealers Journal is a welcome visitor here.—C. E. Stumbaugh, Abingdon, Ill.

The Ellis Grain Drier

Three reasons why it holds the record as the drier of the century:

1st. For a given size there is **five times** more grain surface exposed to the air currents than in any other drier.

2nd. The grain being divided into thin vertical columns of **even thickness**, and the air currents striking on **both sides** of the column, **even drying** is assured.

3rd. Corn handled through the Ellis Drier is **never broken or discolored**, owing to the low drying temperature used.

Write for catalog and bulletins.

The Ellis Drier Co.

Postal Telegraph Bldg.
CHICAGO
U. S. A.

Feedstuffs

The next meeting of the Tri-State Feed Dealers Ass'n will be held in February at Binghamton, N. Y.

Soy bean cake has a feeding value of three-fourths that of linseed cake, according to experiments conducted by the East of Scotland College of Agriculture during the winter of 1910.

A preliminary statement of the 13th census shows that the feed produced in the United States in 1909 aggregated 5,132,169 tons compared with 3,456,787 tons produced in 1904, an increase of 48 per cent.

The American Feed Manufacturers Ass'n at its recent meeting in Columbus, O., elected G. H. Genung, Indianapolis, pres.; J. W. Anderson, Milwaukee, sec'y-treas. and J. C. Reid, St. Louis, chairman of the executive committee.

St. Louis received in November 113,360 sacks and 168 bus. of bran and shipped 204,310 sacks and 527 bus. compared with 166,550 sacks and 84 bus. received and 317,250 sacks and 206 bus. shipped in November, 1910.

Baltimore received 725 tons of mill feed in November compared with 60 tons received in the same month last year. No shipments of millfeed were made in November of either year.—J. B. Hesong, sec'y Chamber of Commerce.

The Ass'n of Feed Control at its recent meeting at Columbus, O., elected W. J. Jones, Jr. La Fayette, Ind., pres.; M. E. Jaffa, Berkeley, Cal. vice-pres.; J. D. Turner, Lexington, Ky., sec'y-treas.; Chas. D. Wood, Orono, Me., chairman and J. K. Haywood, Washington, D. C. and G. M. MacNider, Raleigh, N. C. members of the executive committee.

To create practical methods of marketing the output of the mills and to aid the consumer in obtaining the class and quality of alfalfa meal or hay desired a general sales office has been established at Kansas City by the National Alfalfa Millers Ass'n, which will maintain an inspection and grading system at Kansas City, Omaha and Memphis. Eastern feed buyers whose trade has been educated to a certain sample, it is expected will find the sales department invaluable when their usual source of supply is out of the market.

From the Feed Trade.

Nutriline Milling Co., Crowley, La.: Prospects for the future are very flattering and we anticipate an unprecedented business the coming season. Our tonnage the past few months has been exceptionally good.

Continental Cereal Co., Peoria, Ill.: We figure that the values of feed are bound to be stationary, with a tendency to higher prices toward the spring months. Judging from our export demand and our ability to make large contracts at present values we can not figure out that there can be any decline in the feed markets.

Donner-Hall Co., Buffalo, N. Y.: We find the greatest demand at the present time is for gluten feed and cottonseed meal. The demand for spring and winter wheat feeds is light but we believe it is only a question of a short time before the trade will be compelled to purchase as we can not learn of any great amount of feeds in stock. We would advise the

purchase of cottonseed meal as the present price is low compared with other feeds.

Chapin & Co., Inc., Hammond, Ind.; Supplies of feed in retailers' hands are probably the lightest ever known. The feed inspectors in Massachusetts report so many stores without stocks that they cannot make inspections. Prices have been so high this summer, due to drouth, that dealers have been afraid to buy. They are all bearish now and only buy from hand to mouth. Later on it looks like famine prices might prevail. Of course, the higher prices go the more apt some dairymen are to stop feeding. We anticipate the highest prices for many years unless some unusual condition, like an extra mild winter, develops. Dealers certainly ought to stock up and buy at least two months' supplies, if they can. We have short crops of all kinds this year, the shortage in the hay crop alone being equivalent to five million tons of corn, figuring three tons of hay to one ton of corn, which would be a correct basis. Besides this no one can tell how much grain reserves have been depleted by summer feeding during the drouth—probably last year's bumper crop of corn was practically all consumed during drouth conditions, and this year with a short crop of all kinds of coarse grains, we are confronted with a very serious condition. Dealers have overlooked this until the present time, and even now few of them realize what they will have to pay before long.

Northwest Mills Co., Winona, Minn.: Trade conditions with us this year have been unusually good in fact we have had no trouble in booking our entire output up to Feb. 1. In our estimation the demand for feed of all kinds during January and February will be unusually heavy and if we are not badly mistaken, buyers will suffer considerable loss, providing they do not place their orders for their requirements before the holidays.

FEED DEFINITIONS ADOPTED.

About the most important work done by the Ass'n of Feed Control Officials at its recent meeting at Columbus, O., was the adoption of the following definitions for feedstuffs:

Meal is the clean, sound, ground products of the entire grain, cereal or seed which it purports to represent: Provided, that the following meals, qualified by their descriptive names, are to be known as, viz: **Corn germ meal** is a product in the manufacture of starch, glucose and other corn products and is the germ layer from which a part of the corn oil has been extracted. **Linseed meal** is the ground residue after extraction of part of the oil from the ground flaxseed.

Grits are the hard, flinty portions of Indian corn without hulls and germ.

Hominy meal, hominy feed or hominy chop is a mixture of the bran coating, the germ and a part of the starchy portion of the corn kernel.

Corn feed meal is the sifting obtained in the manufacture of cracked corn and table meal made from the whole grain.

Corn bran is the outer coating of the corn kernel.

Wheat bran is the coarse outer coating of the wheat berry.

Shorts or standard middlings are the fine particles of the outer and inner bran separated from bran and white middlings.

Shipstuff or wheat mixed feed is a mixture of the products other than the flour from the milling of the wheat berry.

Red dog is a low grade wheat flour containing the finer particles of bran.

Oat groats are the kernels of the oat berry with the hulls removed.

Oat Shorts are the covering of the oat grain lying immediately inside the hull, being a fuzzy material carrying with it considerable portions of the fine floury part

of the groat obtained in the milling of rolled oats.

Oat middlings are the flour portion of the oat groat obtained in the milling of rolled oats.

Oat hulls are the outer coverings of the oat grain.

Rice hulls are the outer covering of the rice grain.

Rice bran is the cuticle beneath the hull.

Rice polish is the finely powdered material obtained by polishing the kernel.

Flax plant by-product is that portion of the flax plant remaining after the separation of the seed, the paste fiber and the portion of the shives, and consists of flax shives, flax pods, broken and immature flax seeds and the cuticle tissue of the stem.

Buckwheat shorts or buckwheat middlings are that portion of the buckwheat grain immediately inside of the hull after separating from the flour.

Blood meal is ground dried blood.

Meat scrap and meat meal are the ground residues from animal tissue exclusive of hoof and bone. If they contain any considerable amount of bones, they must be designated meat and bone scrap, or meat and bone meal. If they bear a name descriptive of their kind, composition or origin, they must correspond thereto.

Cracklings are the residue after partially extracting the fats and oils from the animal tissue. If they bear a name descriptive of their kind, composition or origin, they must correspond thereto.

Digester tankage is the residue from animal tissue exclusive of hoof and horn specially prepared for feeding purposes by tanking under live steam, drying under high heat, and suitable grinding. If it contains any considerable amount of bone, it must be designated digester meat and bone tankage.

Distillers' dried grains are the dried residue from cereals obtained in the manufacture of alcohol and distilled liquors. The product shall bear the designation indicating the cereal predominating.

Brewers' dried grains are the proper dried residue from cereals obtained in the manufacture of beer.

Malt sprouts are the sprouts of the barley grain. If the sprouts are derived from any other malted cereal, the source must be designated.

Alfalfa meal is the entire alfalfa hay ground, and does not contain an admixture of ground alfalfa straw or other foreign materials.

Chop is a ground or chop feed composed of one or more different cereals or by-products thereof. If it bears a name descriptive of the kind of cereals, it must be made exclusively of the entire grains of these cereals.

Screenings are the smaller imperfect grains, weed seeds and other foreign materials having feeding value, separated in cleaning the grain.

Test Cases for Feed Laws.

The following resolutions suggested by S. T. Edwards, Chicago, were adopted by the directors of the American Feed Manufacturers Ass'n at the recent meeting at Columbus, O.:

That a committee of five be appointed to take up immediately the suggestion offered at a recent conference held in Chicago in reference to the American Feed Manufacturers' Ass'n and its members testing such provisions in state feedstuffs laws in various states as do not comply with the proposed uniform feed law as adopted by the Ass'n of Feed Control Officials of the United States.

That the American Feed Manufacturers' Ass'n, by its individual members, shall bear the expense thru voluntary contribution, and that no action of this Board of Directors or any committee shall compel any member of the American Feed Manufacturers' Ass'n to be a party to the suit or suits, or to contribute any money for same, unless he or the company so desires.

That this committee shall be composed of G. A. Chapman, chairman, H. G. Atwood and S. T. Edwards, Chicago; J. C. Reid, St. Louis, and the fifth member to be named by the four herein named. The committee shall have power to act.

The proposed suits were again considered at a subsequent meeting of the executive committee at Chicago.

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ORGANIZED 1883

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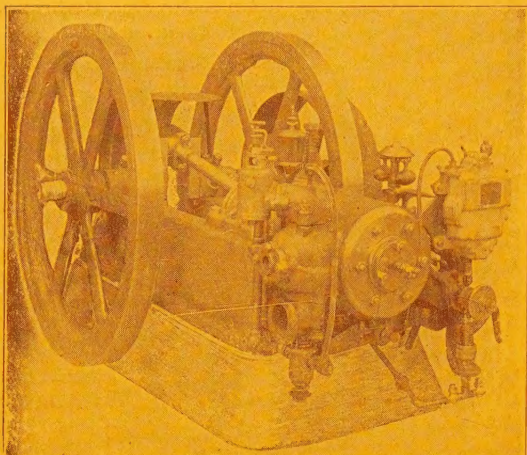
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